ADVERTISE!

The Best Medium for Advertising in the Colony is THE 'CHINA MAIL.'

THE POPULAR and LEADING PAPER.

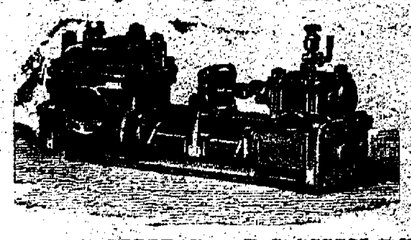
The China Mail.

ESTABLISHED 1845.

No. 11,317. 英一千八百九十九年六月十四號 HONGKONG, WEDNESDAY, JUNE 14, 1899. 日七月六年廿光 PRICE $2.50 per Month.

Business Notices.

W. S. BAILEY & Co.,



17, *PRAYA CENTRAL.*

PUMPS, PACKINGS, AND GENERAL STORES.

STEAM LAUNCHES BOUGHT,

SOLD OR BUILT TO ORDER,

By W. S. BAILEY,

Consulting and Superintending Engineer and Surveyor.

VIOLINS.

SPECIAL OFFER.

1 VIOLIN *of Excellent Quality.* 1 CASE. 1 BOW. 1 TUTOR. — COMPLETE FOR $20

NEW STOCK OF PORTUGUESE GUITARRAS, WASHBURN MANDOLINES, ZITHER BANJOS, CLARINETS, CORNETS, TROMBONES, &c

LANE, CRAWFORD & CO.'S MUSICAL DEPARTMENT.

OLIVERS FREEHOLD MINES, LTD.

NOTICE is hereby given that a CALL of $1.00 per SHARE has been made in respect of the 'B' SHARES in the above-named Company, and that such CALL is PAYABLE to the General Managers, on the 5th day of July next, at the OFFICES of the Company, 38 and 40 Queen's Road Central.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, May 4, 1899. 1119

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in accordance with ARTICLE IX, PARAGRAPH 3 of the ARTICLES of ASSOCIATION of the COMPANY, the following SHARES have been FORFEITED.

11336-11385, 11436-11535, 11586-11785, 11936-12035.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, June 8, 1899. 1369

DENTISTRY

SUI SANG,

(Lately Practising with Dr. I. SAKATA)

DENTIST

No. 4, Queen's Road Central.

Hongkong, January 1, 1898. 3

SIEN TING, *Surgeon Dentist,* No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, April 6, 1895. 628

KWONG YEE ON,

PROVISION DEALER, SHIP CHANDLER AND GENERAL STORE KEEPER.

Special Prices to HOTELS, CANTEENS and SHIPPING.

Careful Attention given to Coast Port Orders.

A trial will prove my Goods to be the Cheapest and Best in the Market.

No. 31, HING LUNG STREET.

Hongkong, March 27, 1899. 775

NOW READY.

Vol. XXIII.—No. 5.

'CHINA REVIEW'

CONTAINS

The Japanese Invasion of Korea.—1592
A Chinese Narcissus.
The Tao-teh King.
Dr. Maclagan and the Tao-teh King.
Note by Dr. Maclagan.
The Chinese Mind.
The Roots of Language as Judged by Their Form in Chinese.
Notes and Queries.—
Miscellaneous Notes.
Mr. Giles' Chinese Dictionary.
Mr. Dr. Edkins.
Suggestions to Chinese for Making Money.
Correspondence.
Current Literature.
Local Notes, Shanghai, &c.
To Correspondents.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON	*Ceylon*	C. L. DANIEL	About 19th June.
N'SAKI, KOBE & YOKOHAMA	*Socotra*	T. H. HINE, R.N.R.	About 19th June.
SHANGHAI	*Ballarat*	C. L. W. FEUD	About 23rd June.
LONDON Direct, Nubia *		G. C. Henning, R.N.R.;	Noon, 24th June.
YOKOHAMA, Via N'SAKI & KOBE	*Bentia*	C. C. TALBOT	4 p.m., 24th June.
LONDON	*Japan*	G. K. WRIGHT, R.N.R.	About 6th July.

* See Special Advertisement

For Freight or passage, and further Particulars, apply to H. A. RITCHIE, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, June 12, 1899. 1293

HONGKONG HOTEL.

FOR COMFORT UNSURPASSED IN ASIA. 1184

VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY (in Square Bottles). One of the Oldest and Best known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY. Specially bottled for us by USHER & Co.

LOCHABER SCOTCH WHISKY. A very fine blend, Matured and Mellow.

QUEEN'S CHOICE LIQUEUR SCOTCH WHISKY.

VICTORIA DISPENSARY. QUEEN'S ROAD. 1173

ALHAMBRA FACTORY,

MANILA CIGARS.

THE DUC DE MONTEBELLO CHAMPAGNE.

HARVEY'S ROYAL TAWNY PORT.

Hongkong Agent: — W. HUTTON POTTS, OFFICE: DAIRY FARM BUILDING, *Belong Glenealy.* 885

JUBILEE.

A LIGHT PILSENER BEER,

IN HOCK BOTTLES.

Per case of 4 dozen quarts - - $13.
" 6 " pints - - 13.

SOLE AGENTS:

H. PRICE & CO.,

12 QUEEN'S ROAD.

W. POWELL & Co.

[illegible]

NEW GOODS.

[illegible]

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA.*

BELL'S ASBESTOS.

BELL'S ASBESTOS PACKINGS ARE THE BEST.

BELL'S BOILER COMPOSITION IS THE BEST.

BELL'S ENGINE OIL IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD, *MANAGERS.*

1789

"NORMAN BROWN'S" SPECIAL SCOTCH WHISKY.

Norman Brown GLASGOW.

LONDON HOUSES:— 27, LOMBARD STREET, E.C. 6, [illegible], S.W.

PRICES.

Per Case of 1 Dozen	$10.50
" 10 Cases	$95.00
" 15 "	$138.00

1306 Lane, Crawford & Co.

WILKINSON, HEYWOOD & CLARK, LTD.,

(*PROPRIETORS OF* DAVID STORER & SONS),

LONDON—LIVERPOOL—PARIS,

AND

PRAYA CENTRAL, HONGKONG.

BELL BRAND

PAINTS OF ALL COLORS, WHITE LEAD, WHITE ZINC, RED LEAD, TURPENTINE, COPAL VARNISH, AND PALE BOILED LINSEED OIL.

It is impossible to procure in Hongkong A WHITE ZINC PAINT which is Superior to

BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.

(*All Kegs Bear a Green St. Andrew's Cross.*) 516

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD. HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter

THE CRÈME DE LA CRÈME OF WHISKIES.

PURE AND MILD

Sole Importers,

F. BLACKHEAD & Co.

43

AQUARIUS does NOT ALTER the flavour or character of WINES or SPIRITS when mixed with them, NOR DOES IT DISCOLOUR THEM.

AQUARIUS is made with PURE TREBLE DISTILLED WATER ONLY.

ABSOLUTE PURITY CAN ONLY BE OBTAINED BY DISTILLATION.—*DAILY TELEGRAPH, LONDON.*

Oaldback, Macgregor & Co., AGENTS, AQUARIUS COMPANY.

Telephone No. 18, Queen's Road.

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL [illegible]

CRAIGIEBURN [illegible]

[illegible]

Business Notices.

THE SUN IS SHINING

AND

SALES ARE IN FULL SWING

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TABLETS.

PERFUMERY. DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

WATKINS & CO.

GREEN ISLAND CEMENT CO.,

LIMITED.

FIRE CLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING, BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY, &c., &c.

For Prices and further particulars, apply to

SHEWAN, TOMES & Co., *General Managers.*

292

COTTAM & Co.,

FOR

HATS,

[illegible]

BOOTS & SHOES.

469

STATIONERY.

DARLING PAPERS all sizes and qualities. STEPHENS' INKS—BLUE BLACK, COPYING, RED, PENCILS, HOLDERS, &c. Etc.

P. C. PATELL & Co., 40, *Lyndhurst Terrace.*

Hongkong, June 12, 1899. 1303

A WONDERFUL MEDICINE.

BEECHAM'S PILLS

are universally admitted to be

Worth a Guinea a Box.

FOR BILIOUS AND NERVOUS DISORDERS.

Sick Headache, Loss of Appetite, Scurvy and Blotches on the Skin, Disturbed Sleep, &c.

For females of all ages, they are invaluable.

The 1/12d. boxes contain 56 Pills. Price, 60 Cents a Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helen's, England.

Sole Agents for Hongkong and China:—WATKIN & Co., 86, Queen's Road.

JAPANESE FINE ART CURIOS.

KUHN & KOMOR,

21 & 23, Queen's Road, Hongkong; 35, Water Street, Yokohama; and 36, Division Street, Kobe.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. ... Every quarter of an hour.
8.30 a.m. to 9.30 a.m. ... Every ten minutes.
9.30 a.m. to 10.45 a.m. ... Every quarter of an hour.
11.30 a.m. to 3.00 p.m. ... Every quarter of an hour.
3.30 p.m. to 6.30 p.m. ... Every quarter of an hour.
6.30 p.m. to 8.00 p.m. ... Every 10 minutes.
Night cars at 8.45 p.m. and 9 p.m. all round.
9.45 p.m. to 11.15 p.m. every half hour.
Starting at Exchange Street at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. ... Every half hour.
10.30 a.m. to 11.30 a.m. ... Every quarter of an hour.
[illegible]
7.30 p.m. to 8.00 p.m. ... Every quarter of an hour.
[illegible]
Night cars at 8.45 p.m. and 9 p.m. all round.
9.45 p.m. to 11.15 p.m. every half hour.
Starting at Exchange Street at 11.30 and 11.45 p.m.

[illegible]

FUJIYAMA & Co.

DEALERS in all Kinds of JAPANESE CURIOS, and THINGS JAPANESE.

AT MODERATE PRICES.

No. 9 D'Aguilar Street.

Head Office, No. 82, Sanchomyacho, 1 Chome, Kobe, Japan.

Hongkong, January 9, 1899. 89

AMERICAN SYSTEM OF DENTISTRY

AT

89, QUEEN'S ROAD CENTRAL,

CHADWICK KEW.

(LATE OF POTTER AND NOBLE)

Hongkong, July 12, 1897. 2286

Kinghorn & Macdonald,

Consulting Mechanical Engineers and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

ICE MAKING.

MESSRS. KINGHORN AND MACDONALD having been appointed SOLE AGENTS for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for alterations of Machines.

Address, Praya Central, under Hongkong Hotel.

Telephone, No. 118.

Telegrams, "KINGHORN, Hongkong."

A. B. C. & A1. Codes used.

JOHN W. KINGHORN, *M.I.M.E., M.I.Mech.E., London.*

DONALD MACDONALD

Hongkong, May 25, 1899. 1063

JUST LANDED.

HASTINGS AND NEPHEW'S Best York Cut HAMS.

Also,

AUSTRALIAN PINEAPPLE BRAND BACON.

VERY MODERATE PRICE.

H. HUTTON-JEE,

13 and 15, D'Aguilar Street, Hongkong, and

21 and 23, Hill Road, Kowloon.

Hongkong, June 8, 1899. [illegible]

GARMICHAEL & BARLOW

[illegible]

[illegible]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION,

TO-MORROW,

the 15th Instant, at NOON, at Messrs. E. D. SASSOON & Co.'s GODOWN,—

8 CHESTS PERSIAN OPIUM ex S. S. *COROMANDEL*,
(More or less Damaged by Sea Water),
and
1 CHEST PERSIAN OPIUM ex S. S. *CHUSAN*,
(*For Account of the Concerned*).

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, to be at Purchaser's risk on the hammer.

H. N. MODY,
Auctioneer.

Hongkong, June 14, 1899. 1404

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has been instructed to Sell by PUBLIC AUCTION, on

WEDNESDAY,

the 21st June, 1899, at 2.30 P.M., is POSTPONED from the 7th June, at his Offices in Duddell Street,—

In 7 Lots

THE FOLLOWING VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES, Viz.:—

LOT 1.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong Registered in the Land Office as SECTION C of INLAND LOT No. 1,414.

Area 538 square feet. Annual proportion of Crown Rent $8.00.

The Premises situate upon it are No. 244, QUEEN'S ROAD CENTRAL and consist of a three storied Chinese Shop used as a portion of "The Sportsman's Arms" and are let on a lease for 5 years from the 1st March, 1898, at the monthly rental of $45.00 and taxes.

LOT 2.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and Registered in the Land Office as SUBSECTION No. 2 of SECTION N OF INLAND LOT No. 211.

Area 638 square feet. Annual proportion of Crown Rent $8.40.

The Premises situate upon it are known as No. 383, QUEEN'S ROAD CENTRAL, and consist of a three storied Chinese Shop.

LOT 3.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and Registered in the Land Office as SECTION O OF MARINE LOT No. 199.

Area 1801 square feet. Annual proportion of Crown Rent of $20.85.

The premises situate upon it are known as No. 212, PRAYA WEST, and consist of a two storied Chinese Shop.

LOT 4.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION K of MARINE LOT No. 199.

Area 667 square feet. Annual proportion of Crown Rent $7.40.

The premises situate upon it are known as No. 371, QUEEN'S ROAD WEST, consisting of a two storied Chinese Shop and No. 3, SAI HING LANE, consisting of a godown.

LOT 5.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION B OF MARINE LOT No. 198.

Area 1,576 square feet. Annual proportion of Crown Rent $19.20.

The premises situate upon it are known as No. 224 PRAYA WEST, and consist of a two storied Chinese Shop.

LOT 6.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION H OF MARINE LOT No. 198.

Area 974 square feet. Annual proportion of Crown Rent $11.50.

The premises situate upon it are known as No. 4, OR NING LANE, and consist of a Chinese godown.

LOT 7.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as the Remaining Portion of MARINE LOT No. 238, together with the Reclamation to the Remaining Portion of the said Lot.

Area of LOT 443 square feet. Annual proportion of Crown Rent $7.84.

The premises situate upon it are known as Nos. 50 and 51, PRAYA WEST, and consist of a Chinese godown.

The Reclamation has nearly been completed and contains an area of 2,397 square feet.

For Particulars and Conditions of sale, apply to

The Auctioneer;

or to

Messrs DEACON & HASTINGS,
The Vendor's Solicitors.

Hongkong, 6th June, 1899. 1132

AUSTRALIAN . . CRICKETERS . . IN ENGLAND. . .

SPECIAL ARTICLES
By W. J. FORD,
THE WELL-KNOWN CRICKETER.

THE NEXT ARTICLE WILL DEAL WITH

'CAPTAINS.'

SEE 'CHINA MAIL' of SATURDAY, June 17, 1899.

Intimations.

These things some not back:
The Spent Arrow,
The Spoken Word,
The Neglected Opportunity.

You intend to assure To-morrow; why not at once? To-morrow is the grave of lost opportunities.

The EQUITABLE
OF THE U.S.

BRANCH OFFICE: No. 9, PRAYA CENTRAL, HONGKONG.

1384 F. KIENE, *Acting Manager.*

JADESTONES & CURIOS FOR SALE.

SUN SHING, 新

EXPORTERS OF CHINA GOODS FOR OVER 60 YEARS,
AGENTS FOR KWONG MAN CHONG, OF PEKING, IN
ANCIENT CURIOS, PEARLS, JADESTONE AND CRYSTAL WARE, &c.
GENUINE ARTICLES—MODERATE PRICES.

Inspection Invited.

1240 *No. 90, Queen's Road Central.*

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION, on

SATURDAY,

the 17th June, 1899, at 2.00 P.M., at his Sales Room, Duddell Street,—

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,
Comprising:—

OLD GOLD PLUSH DRAWING ROOM SUITE, TAPESTRY and PLUSH-COVERED EASY CHAIRS, TEAK OVERMANTELS with BEVELLED GLASS, WHATNOTS, MARBLE-TOP and TEAK TABLES, VASES, ORNAMENTS, CARPETS, RUGS, and WHITE LACE CURTAINS (NEW), &c., &c.

TEAK SIDEBOARD with BEVELLED MIRROR, EXTENSION DINING TABLE, DINING CHAIRS, DINNER WAGGONS, CUTLERY, GLASS and CROCKERY WARE, &c., &c.

DOUBLE and SINGLE IRON BEDSTEADS, WARDROBES with BEVELLED GLASS DOORS, MARBLE-TOP BUREAUX with MIRRORS, TOILET TABLES, MARBLE-TOP WASHSTANDS, &c., &c.

Also,

SEVERAL NEW & SECOND-HAND BICYCLES.

A Few Pieces of CANTON BLACKWOODWARE

On View from FRIDAY, the 16th June, 1899.

Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, June 14, 1899. 1407

TO LET.

OFFICES and GODOWNS in DUDDELL STREET, recently occupied by Messrs. REISS & Co.

HOUSE No. 1, DUDDELL STREET.
TOP FLOOR GODOWN No. 5A, DUDDELL STREET.
ONE SMALL GODOWN, in DUDDELL STREET.

Apply to

BELILIOS & Co.

Hongkong, June 14, 1899. 1408

NORTHERN PACIFIC STEAMSHIP COMPANY.

S. S. *GLENOGLE.*

NOTICE TO CONSIGNEES AND UNDERWRITERS.

CARGO Shipped by s. s. *Glenogle* in Tacoma for Hongkong and the South is being transhipped at Kobe and will be forwarded to Hongkong by s.s. *Columbia* and s.s. *Rosetta*. Consignees will be required to sign an Average Bond and pay a deposit of 5 per cent on the arrived value of the Cargo previous to countersignature of Bills of Lading.

DODWELL & Co., LTD.,
General Agents.

Hongkong, June 14, 1899. 1409

NOTICE TO ADVERTISERS.

OWING to the large and continued increase of SUBSCRIBERS to the *CHINA MAIL*,

We are compelled to go to Press earlier. Alterations and additions to Advertisements on Pages 1 and 4, should be sent here not later than 10 A.M. NEW ADVERTISEMENTS should be sent before 3 P.M.

BAIN & REID.

Hongkong, April 14 1899.

THE REVENUE OF CHINA

A SERIES OF ARTICLES, *Reprinted from "The China Mail."*
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the Offices of THE CHINA MAIL, Messrs. GIBB, LIVINGSTON & Co.'s, Messrs. KELLY & WALSH'S, and Mr. W. BRIGHT'S.

Price, ... 50 Cents.

Vessels Advertised to Leave Hongkong.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Airlie (s)	Gibb, Livingston & Co.	June 17, at 4 p.m.
Australian Ports	Fairisle (s)	Butterfield & Swire	June 17.
Australian Ports	Taiyuan (s)	Nipp'n Yusen Kaisha	June 30, at 4 p.m.
Bremen & Ports of Call	Lahneck (s)	Norddeutscher Lloyd	June 21, at 2 p.m.
Havre and Hamburg	Hamberg (s)	Carlowitz & Co.	About June 15.
Havre and Hamburg	Königsberg (s)	Carlowitz & Co.	About June 15.
Havre and Hamburg	Ambria (s)	Carlowitz & Co.	About July 8.
Havre and Hamburg	Savoia (s)	Carlowitz & Co.	About July 9.
Havre, Copenhagen	Nordhavet (s)	Arnhold, Karberg & Co	About June 24.
Kobe and Yokohama	Yamaguchi Maru (s)	Nippon Yusen Kaisha	July 6, at 4 p.m.
London v. Suez Canal	Idomeneus (s)	Butterfield and Swire	June 20.
London v. Suez Canal	Ixion (s)	Butterfield and Swire	June 27.
London	Ceylon (s)	P. & O. S. N. Co.	About June 19.
London (Direct)	Nubia (s)	P. & O. S. N. Co.	June 24, at noon.
Tientsin	Japan (s)	P. & O. S. N. Co.	About July 8.
Manila	Diamante (s)	Shewan, Tomes & Co.	June 17, at 4 p.m.
Marseilles, London, &c.	Hakata Maru (s)	Nippon Yusen Kaisha	June 29, at 4 p.m.
Marseilles v. Saigon	Laos (s)	Messageries Maritimes	June 17, at noon.
N'saki, Kobe & Y'ma	Yawata Maru (s)	Nippon Yusen Kaisha	June 22, at 4 p.m.
N'saki, Kobe & Y'ma	Scotra (s)	P. & O. S. N. Co.	About June 19.
N'saki, Kobe & Y'ma	Rosetta (s)	P. & O. S. N. Co.	June 24, at 4 p.m.
New York v. Suez Canal	Macduff (s)	Dodwell & Co., Ltd	About June 15.
New York v. Suez Canal	Indrapura (s)	Jardine Matheson & Co	About June 20.
New York v. Suez Canal	Delike Rickmers (s)	Carlowitz & Co	About July 10.
New York v. Suez Canal	Yangtsze (s)	Shewan, Tomes & Co.	July 29.
Portland, Oregon	Columbia (s)	Dodwell & Co. Limited	July 8, at noon.
Sandakan	Mausang (s)	Jardine, Matheson & Co	June 15, at noon.
San Diego v. Japan	Thyra (s)	Butterfield & Swire	About June 18.
San Francisco	Queen Margaret	Shewan, Tomes & Co.	Quick despatch.
S. Francisco v. Japan	Gaelic (s)	O. & O. S. S. Co.	July 1, at noon.
S. Francisco v. Japan	City of Peking (s)	Pacific Mail S. S. Co	June 22, at Noon.
S. Francisco v. Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	July 8, at noon.
Seattle, U.S.A.	Riojun Maru (s)	Nippon Yusen Kaisha	June 29, at 4 p.m.
Shanghai	Ballaarat (s)	P. & O. S. N. Co.	About June 23.
Shanghai	Taiwan (s)	Butterfield & Swire	June 15.
S'hai, N'kl, K'be & Y'ma	Caledonien (s)	Messageries Maritimes	about June 18.
S'pore, Penang & C'utta	Kumsang (s)	Jardine, Matheson & Co	June 17, at noon.
S'tow, C'foo & T'tsin	Kweiyang (s)	Butterfield and Swire	June 16.
Sydney & Melbourne	Chingtu (s)	Butterfield & Swire	June 19.
Tacoma (Wash.), &c.	Olympia (s)	Dodwell & Co., Limited	June 17, at noon.
Takow	Ningpo (s)	Butterfield & Swire	June 15.
Victoria & Vancouver	Athenian (s)	Canadian P'fic R. Co.	About June 19.
Vancouver (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	June 28, at noon.
Vladivostock	Hakusan Maru (s)	Nippon Yusen Kaisha	July 6, at noon.
Yokohama	Tosa Maru (s)	Nippon Yusen Kaisha	June 21, at 4 p.m.

SHIPPING.

ARRIVALS.

June 14.

Kiaulung, British str., from Canton.

Chihli, British steamer, 1,158, Newcomb, Tongku June 7, General.—BUTTERFIELD & SWIRE.

Airlie, British str., 2,500, C. C. Kock, Kobe June 8, General.—GIBB, LIVINGSTON & Co.

Taiyuan, British steamer, 1,459, R. Nelson, Moji June 7, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

June 14.

Powerful, British cruiser, for Weihaiwei.
Elba, Italian cruiser, for Shanghai.
Hongkong, for Hoihow.
Patroclus, for Shanghai.
Chihli, for Canton.
Loosok, for Swatow.
Sherard Osborne, for Shanghai.
Kintuck, for Singapore and London.
Sanuki Maru, for Singapore and London.
Kosai Maru, for Nagasaki.
Holstein, for Saigon.

CLEARED.

Hikosan Maru, for Kobe.
Kinkiang, for Saigon.

PASSENGERS.

ARRIVED.

Per *Chihli*, from Tongku, Mrs A. Newcomb and family.

Per *Airlie*, from Kobe, Mrs Thomas, and Mr P. Hendrisch.

Per *Taiyuan*, from Moji: for Sydney, Messrs Lamb and Scarlett.

DEPARTED.

Per *Sanuki Maru*, for Singapore, &c., Mr and Mrs J. W. Grace and child, Mr and Mrs R. C. K. Johnson, Professor K Jimbo, Capt. Saito, Mr Yamada, Dr Nakagawa, Mr and Mrs Fred. Yates and 2 children, Messrs Nito and Sakuma.

SHIPPING REPORTS.

The British steamer *Chihli* reports: Light S.W'ly winds and showery.

The British steamer *Airlie* reports: Fresh to moderate S.W. winds, smooth sea and fine weather, with occasional showers of rain.

The British steamer *Taiyuan* reports: Moderate to light winds, cloudy, fine to Heishans; from there to Hongkong, light airs and misty, smooth sea, with occasional showers.

POST OFFICE NOTICES.
MAILS will close:—

For SHANGHAI.—
Per *Taiwan*, at 11 a.m., on Thursday, the 15th June.

For TAKOW.—
Per *Ningpo*, at 11a.m., on Thursday, the 15th June.

For SANDAKAN.—
Per *Mausang*, at 11 a.m., on Thursday, the 15th June.

For YOKOHAMA & KOBE.—
Per *Silesia*, at noon, on Thursday, the 15th June.

For LABUAN & SOURABAYA.—
Per *Baron Ardrossan*, at 2 p.m., on Thursday, the 15th June.

For BANGKOK.—
Per *Keongwai*, at 9 a.m., on Friday, the 16th June

For SWATOW, CHEFOO & TIENTSIN.
Per *Kweiyang*, at 11 a.m., on Friday, the 16th June.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Laos* will be despatched on SATURDAY, the 17th June, with Mails to the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE GERMAN PACKET.—
The German Contract Packet *Sachsen* will be despatched on TUESDAY, the 20th June, with Mails for the United Kingdom Europe and countries beyond, *viâ Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registration 4 p.m. (Registration letter fee up to 4.45 p.m. Letters 5 p.m.

POST OFFICE NOTICES.
MAILS will close:—

For AMOY, SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA & TACOMA.—
Per *Olympia*, at 10 a.m., on Saturday, the 17th June.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Kumsang*, at 10 a.m., on Saturday, the 17th June.

For MANILA.—
Per *Diamante*, at 3 p.m., on Saturday, the 17th June.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYNDEY & MELBOURNE.
Per *Airlie*, at 4 p.m., on Saturday, the 17th June.

For MOJI, KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO & SAN DIEGO.
Per *Thyra*, at 5 p.m., on Saturday, the 17th June.

For SYDNEY & MELBOURNE.—
Per *Chingtu*, at 9 a.m., on Monday, the 19th June.

For MOJI, KOBE, YOKOHAMA, VICTORIA, B.C. & VANCOUVER, B.C.
Per *Athenian*, at 11 a.m., on Monday, the 19th June.

The United States Mail Packet *City of Peking* will be despatched on THURSDAY, the 22nd June, with Mails for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed at follows:—

10.00 A.M. Registry ceases.
(Registration, with late fee of 10 cents, up to 10.45 a.m.)
11.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—
The Canadian Pacific Mail Packet *Empress of India* will be despatched on WEDNESDAY, the 28th June, with Mails, for Shanghai, Japan, United States, Canadian, &c., which will be closed as follows:—

10.00 A.M. Registry ceases.
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

MONEY LETTERS.—The Post Office decline all responsibility for unregistered Letters containing bank notes, or jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Post Guide, 98).

REGISTRATION.—Correspondence can be registered for all Private Ship mails up to fifteen minutes before the time for closing; for the Shanghai or Japan contract mails up to a quarter of an hour before; for mails for Europe, America, and Canada, &c up to an hour before; for Indian, Northern Pacific, and Torres Straits mails up to half an hour before.

Letters, &c., for the Peak will be delivered by the 12 and 6.30 o'clock trams only. Correspondence and Parcels for the Peak may be posted in the General Post Office up to 11.30 a.m. or 3 p.m. With regard to letters from the Peak, Pillar boxes have been placed at Magazine Gap, Victoria Gap, Mount Kellett, Mount Gough, and Plantation Road, which will be cleared at 12.30 and 4 p.m.

LOCAL DELIVERIES.—Separate Boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah facing Queen's Road.

Letters, parcels, &c., for Kowloon Point and Steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters for Kowloon Point may be posted in the Letter Box which has been placed in the Police Compound outside the Charge Room up to 12 and 4 o'clock, and in the Pillar Box at the Wharf. Local Rates will be charged. To avoid robbery, senders of letters from Kowloon are requested to cancel their stamps by writing the word stamped across them. Covers containing Bank Notes, &c., should be registered. No Sunday delivery.

A RAMBLE THROUGH SOUTHERN FORMOSA.
By Mr. C. TAYLOR
With Woodcuts.
[Reprinted from the *China Review*.]
One of the Best Sketches of Formosan Life yet written.
May be had—Price $1—at Messrs. KELLY & WALSH'S, Or and Messrs. TAYLOR & FARMER, Kowloon, Hongkong, the Mr. W. BRIGHT, Agent.

MENUS FOR TO-MORROW.

Shipping.

Noon.—*Mausang* leaves for Sandakan.

Auctions.

Noon.—Auction of 4 Chests Persian Opium, at Messrs E. D. Sassoon & Co.'s Godown.

Miscellaneous.

Goods per *Kosai Maru* not cleared after 4 p.m. subject to rent.

General Memoranda.

SATURDAY, June 17:—
2 p.m.—Auction of Household Furniture, &c., by Mr. Geo. P. Lammert.

SUNDAY, June 18:—
Goods per *Kosai Maru* not cleared after this date subject to rent.

TUESDAY, June 20:—
Goods per *Silesia* undelivered after this date subject to rent.

WEDNESDAY, June 21:—
2.30 p.m.—Auction of Leasehold and Reclamation Property, at Nos. 244 and 382, Queen's Road Central, No. 371, Queen's Road West, &c.

Quotations.

HONGKONG, June 14, 1899.

OPIUM—	New Patna, cash, ...	782½
,,	Old ,, cash, ...	830
,,	New Benares, cash,	785
,,	New Malwa, credit..	301½
	Allowance, Taels, ...	815
,,	Last Year new, ...	730/740
	Allowance, Taels, ...	16/40
,,	Old Malwa credit, ...	770/830
	Taels ...	8/24
,,	Persian, Oily, cash,	229
,,	,, tied	690/760
	Allowance Taels ...	none

Exchanges.

HONGKONG, June 14, 1899.

On London—	
Bank, Wire, ...	1/11⅛
,, On demand, ...	1/11⅛
,, 30 days' sight, ...	1/11⅛
,, 4 months' sight, ...	1/11⅞
Credits, 4 ,, ,, ...	1/11⅞
Documentary, 4 months' sight,	1/9⅞
On Paris—	
On demand, ...	2.48
Credits, 4 months' sight, ...	2.51½
On Berlin—Demand, ...	2.01½
On New York—	
On demand, ...	48
Credits, 60 days' sight, ...	49
On Bombay—	
Wire, ...	147½
On demand, ...	147½
On Calcutta—	
Wire, ...	147½
On demand, ...	147½
On Singapore—	
On demand, ...	1½ pm.
On Manila—	
On demand, ...	2½ pm.
On Shanghai—	
On demand, ...	72⅞
30 days' sight, (private paper)	73½
On Yokohama—	
On demand, ...	4½ pm.
Gold Leaf, 100 fine, (per tael)	$32.25
Sovereigns (Bank's buying rate)	$10.05
Silver (per oz.) ...	27 1/16d.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED 1841.

SCOTCH WHISKY.

Per doz. Case.

A.—THORNE'S BLEND, White Caps ... $10.80

B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark ... 10.80

C.—WATSON'S ABERLOUR-GLENLIVET, Red Capsule, with name and Trade Mark ... 12.00

D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Vio. Ist Capsule ... 14.40

E.—WATSON'S VERY OLD L'QUEUE SCOTCH WHISKY, Gold Capsule ... 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the Market.

ABERLOUR-GLENLIVET is very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the finest brand in the Hongkong Market.

A. S. WATSON & Co., LIMITED.

THE HONGKONG INSURANCE

[The publication of this issue commenced at 2.30 p.m.

The China Mail.

HONGKONG, WEDNESDAY, JUNE 14, 1899.

ONE cannot but admire Mr Gerahom Stewart's persistent advocacy of the road round the plague cemetery, and as representing a large section of the subscribers to the Jubilee Memorials his views are entitled to be treated with respect and consideration. Being neither ignorant nor irresponsible, although probably knowing as much about the practical construction of roadways as the average citizen knows about drains, Mr Stewart has no scruple in challenging the official excuses of Mr Ormsby for the delay in constructing the Jubilee Road round the Island. It is now two years since the commemoration stone of the Jubilee Road was planted by Sir William Robinson. A better site might have been got for it than Kennedy Town, which never was and never will be the most salubrious part of the Colony, but we may let that pass. The main point is that the road has not been started. Mr Ormsby's plaintive remarks in his official report would seem to imply that the delay is not due to his Department but to some outside influence. What is that influence? Has the Jubilee Memorial Committee refused to sanction the initial expenditure of money? Or is it the Government that is at fault? It is obviously unfair to blame any individual or body till the public are in full possession of the true facts. Mr Stewart, who may have, of course, means of acquainting himself with the inner workings of the inner circle by whom this Colony is managed and manipulated, would seem to throw the responsibility for the delay upon the Government. Doubtless he has good reason for asking: 'To whom has the delay been due but to the Government themselves?' But there is no use digging up ancient history. Most people are aware that after making a survey of the whole route, the Public Works Department presented alternative schemes, that the military authorities objected to the road going round the foot of Mount Davis, and that Mr Ormsby received considerable support in his proposal to re-grade the present road to Pokfulam and Aberdeen. The fact that the military authorities objected to the Mount Davis section was, we venture to assert, generally accepted as fatal to that portion of the proposal, and their arguments were clinched by the estimated cost. There was a large section of the subscribers who did not approve of the Jubilee Road scheme at all, and their subscriptions were [illegible] sheep. They followed the pipers, Sir Thomas Jackson and the Hon. C. P. Chater, C.M.G., as unwittingly as the children in the legend of Hamelin. If these two gentlemen had saved for money to make a railroad to the moon they would have got it just as easily as they got the money for the Jubilee Road and the Hospital for Women and Children and the training of nurses. Being afraid of accusations of disloyalty, a section of the public subscribed for the Jubilee Memorial whatever it might be; many were in favour of the Hospital for Women and Children and not for the Jubilee Road with which it was coupled; and if some people had followed their own inclinations they would not have subscribed for either of the projects ultimately adopted by the Committee if there had been a better scheme before the public. But, having got the money, it was the duty of the Government and the Jubilee Committee—if it still exists—to see that the public money was laid out wisely in accordance with the original project, as nearly as possible. The attempt to convert the Hospital for Women and Children into an Institution for the Recuperation of Government Officials was, very naturally, universally condemned; but, by this time, the Hospital ought to have been nearing completion, and as this is the more urgent work it is somewhat surprising that Mr Stewart has not used his pen on behalf of what is, we believe, the more popular of the twin memorials. We do not need a road in the vicinity of the Mount Davis Plague Cemetery. Given a well-graded road to Aberdeen by Pokfulam, the public won't be quite satisfied. The Chinese will seldom use it, and therefore all the talk about the hygienic benefit the west end of the city will derive from it or the Kennedy Town extension is to use a vulgar expression, so much 'bunkum.' But having pledged our public word to an easy road to the golf links at Deep Bay, and collected subscriptions for that purpose, let us get ahead; and let us abide by Mr Ormsby commonsense recommendation. One would almost think that it was Kennedy Town Mr Stewart wished to benefit and not the poor who live out west. We would advise him to let that portion of the road stand over, and to concentrate his well meant efforts in getting the western end of the road constructed without more waste of time. The public will never care to know any great extent whether it is round Mount Davis or along the present track, but rather than allow the Government any excuse for sinking on the public to go to Deep Bay somehow, and get the Hospital and Children's Hospital in it [illegible] patients without further delay.

[illegible] Piano Co.'s [illegible] manufactures [illegible] Co. [illegible]

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL. (STEERING THROUGH ROUTE.)

Tomorrow, MAY 9: *King Edgar*, *Chingwo*, *Prometheus*, 12; *Darmstadt*, *Nestor*, 16; *Bensdorfich*, *Diomed*, *Nürnberg*, *Prinz Heinrich*, *Slavia*, *Sorrento*, 18; *Braemar*, *Weimar*, *Queensmin*, *Pyrrhus*, 23; *Panion*, *Dardanus*, *Merionethshire*, *Mende Valeria*, *Ellen Rickmers*, 26; *Ernest Simons*, *Indralema*, *Lydia*, *Mymindon*, *Bodenbury*, 30; *Bayern*, *Mausala*, *Olga Branch*, *Sonia Serbia*, *Silesia*, June 6; *Benlomond*, *Yarra*, *Bidefordi*, 9; *Sarpedon*, 13.

Mails.

The P. M. s. s. *City of Peking*, with mails, &c., left Shanghai for this port on Monday morning, the 12th June, at 11 o'clock.

The M. M. Co.'s steamer *Calcutta*, with the FRENCH MAIL, is due to leave Saigon on Thursday, the 15th June, at 4 a.m., for this port.

The O. & O. Co.'s s. s. *Gaelic*, with the AMERICAN MAIL will leave Yokohama on Thursday, the 15th June, and may be expected here on or about Saturday, the 24th June.

The P. M. s. s. *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 9th June.

The O. P. R. Co.'s s. s. *Empress of China*, arrived at Nagasaki at 7.30 a.m., on Monday, the 12th June, and left again at 6 p.m. of same day for Kobe, where she is due to arrive at 8 p.m., on Tuesday, the 13th June.

Steamers Expected.

The s. s. *Kutsang*, from Calcutta and Straits, left Singapore for this port on Saturday, the 10th June, at 4 p.m.

The N. Y. K. s. s. *Yoshida Maru* left Thursday Island for this port on the 9th May, and is now due.

The s. s. *Belgian King* left San Diego for Yokohama, &c., on the 22nd May.

The N. P. Co.'s s. s. *Glenogle* has arrived at Yokohama, and sailed for Kobe and Hongkong, on the 5th June.

The N. P. Co.'s s. s. *Victoria* has arrived at Yokohama, and will sail for Kobe and Hongkong on the 14th June.

The N. P. Co.'s s. s. *Columbia* sailed from Portland, Oregon, for Japan and Hongkong, on the 23rd May.

Latest Advices.

The C. P. R. Co.'s s. s. *Empress of India* arrived at Kobe at 1 p.m., on Tuesday, the 13th June, and left again at midnight for Nagasaki, Shanghai and Hongkong.

*** On Page 5 we publish an article on the approaching yacht race for the America Cup.

THE first-class cruiser *Endymion* was commissioned on 8th June to relieve the *Grafton* on this station. It was intended to send out the *St. George*, which is of the same class and a sheathed ship, but that intention has been abandoned.

Imperial Maritime Customs. The gross value of import and export trade was £5,210,967 as compared with £4,180,395 in 1897, or an advance of £1,030,071.

IT must give great satisfaction to those who actively interest themselves in the maintenance of the dignity and the prestige of the British law to observe the able and conscientious manner in which the Hon. W. M. Goodman has fulfilled the duties of Chief Justice during the absence of that Sir John Carrington from the Colony. Mr Goodman has filled the acting appointment on several occasions, and he has displayed business-like tact in the guidance of the business before the Court while his judgments have invariably been marked by sound commonsense and a leaning more to the side of equity than to the concrete rules of the law. The experience gained as Attorney General in the making and unmaking of laws and in the conduct of prosecutions on behalf of the Crown has been of immense service to his Lordship in the discharge of the arduous duties of his present appointment, and it was probably the thought of his own experience of the prevaricating Chinese witness that influenced him in the summary punishment he inflicted yesterday on Yip Tat Cho, the witness in the partnership dispute. In this case, owing to the false statements given by Yip Tat Cho, the time of the Court was occupied for nine days in the settlement of one issue. With the view of saving the time of the Court, His Lordship exercised his summary power, and it was most gratifying to notice that a cheer in the case strongly approved of his Lordship's conduct. It is no doubt owing to the leniency that has been hitherto displayed with regard to the exercise of this summary power that perjury is resorted to so frequently by the Chinese witness. The present form of declaration in our Courts for Chinese witnesses is meaningless to the Chinaman, and has no binding effect. We are glad to notice that Mr T. Scrutton Smith has been endeavouring to instil into the minds of the lower classes, by the summary punishment of offenders, that some responsibility attaches to this declaration, and the imprisonment of a merchant of some standing will have a beneficial influence for some time at least on the conduct of affairs in Court.

Chappell Piano, very compact, 8 Octaves: iron frames, Transposing Pianos.—Robinson Piano Co.

A DIAMOND RING AT SANTIAGO.

[illegible] St Marks, while acting in the capacity of nurse in the Second Division of the First Army Corps at Santiago, was [illegible] Cholera and Malarial Fever. [illegible] Bitters and found it a very valuable tonic. For sale by all Druggists. Proprietors, Peck & Co., New York.

In 1898, 73,893 Chinese passengers left Swatow for Hongkong, Straits Settlements, Siam, Sumatra, and Saigon, as compared with 71,848 in 1897. Of the total number of emigrants to the Straits Settlements and to Siam—45,324—practically all went in British vessels, only one vessel under another flag having taken passengers for those places, and she carried only 30 in all. The number of returning passengers was 54,948.

This morning, a fatal accident occurred to Amos Hadaway, the second engineer of the American despatch boat *Zafiro* death being occasioned by a fall from the verandah of Mrs Lewis's boarding house, No. 3 Wyn ham Street. The *Zafiro* arrived yesterday from Manila, and deceased, who had been on shore all day, returned about eight o'clock to the boarding house, where he had engaged a room. He was under the influence of liquor, and retired to his room. He seems to have taken off his hat, coat and boots, and then gone into the verandah, where he apparently fell asleep. At a quarter past one o'clock in the morning, Mrs Lewis was awakened by hearing a thud on the street, and in going out to the verandah she found that deceased had fallen over to the street below, a distance of about fifty feet. It was evident from the nature of the injuries to his head that death had been instantaneous. The Police were informed of the occurrence, and the body was removed to the mortuary.

H.M.S. *Powerful* left to-day to join the squadron assembling at Weihaiwei in command of Admiral Seymour. On the departure of the *Powerful* outside the harbour limits, Commodore Powell raised his broad pennant, which has remained down during the stay of the *Powerful* in harbour, the Hon. H. Lambton being senior in rank to Commodore Powell. Before leaving, the *Powerful* took in 2,790 tons of coal, the largest amount ever taken on board a ship in this harbour for steaming purposes alone. Working night and day the coaling of the ship was concluded in 29½ hours, at an average speed of 121 tons an hour. Looking at the records of the Channel Fleet it is noticed that 800 tons have been taken in at the rate of 800 tons an hour, but that speed could not be maintained in a heavy coaling like that of the *Powerful*. There were also many adverse conditions to contend with. The contractor, Wing Kee, was only working eight gangs of men, and one of the watches of the cruiser was on forty-eight hours' leave. The coaling performance is deserving of every credit to Captain and officers, and special praise is due to the

It is satisfactory to know that there are such excellent coaling facilities in this port.

Many months ago, the rumour was current in Shanghai that the Viceroy of the Two Kiangs was dead. He lived, however, to outwit the officials of Hongkong, and as he is likely to be before the public more prominently in the next few months we reprint his obituary notice from the *N.-C. Daily News*:—T'an Cheung-lin was a native of Hunan, and was one of the *protégés* of the late famous first Marquis Tsêng Kuo-fan. Although not quite seventy-five years of age at the time of his death, the deceased officer was generally acknowledged by those who knew him best as having arrived at his dotage about two years ago. He was a bright and energetic man, however, in his early days, and took his *Chin-shih* or Doctor's degree in 1856, being made a Censor in 1865. He held this metropolitan post only a couple of years, however, for he was transferred to the provinces, rising rapidly, until in 1874 we find him made Provincial Treasurer of Shensi, and then Governor of the same province in March of the following year. In October, 1897, he was transferred to the Governorship of Chêkiang, and two years later (October, 1881) he was promoted Viceroy of the Shen-Kan provinces. Owing to frequent illness he obtained permission to retire into private life, left the public service in April, 1888, and settled down as he thought to the life of a quiet country notable in his native city. But he was able to enjoy his retirement for only three years, for in response to a command from his Emperor he went up to Peking in March, 1891, and was appointed Senior (Chinese) Vice-President of the Board of Civil Appointments with the brevet rank of a President of the Six Boards. This was in May, 1891. He did not remain long in the Capital, for in June of the following year he was appointed to the Viceroyship of the Min-Chê provinces, with headquarters at Foochow. Upon the retirement in disgrace of Li Han-chang, the elder brother of the ex-Viceroy Li Hung-chang, in 1895 from the Viceroyship of the Two Kiang, T'an Chung-lin was appointed by an edict dated 16th of April 1896, to that important post. The late Viceroy did not distinguish himself very greatly during his three years' stewardship, being most of the time an invalid, and [illegible] the difficulty under these circumstances of governing the two great Kiang provinces properly, he made repeated appeals to the Throne to be allowed to resign his office in favour of some stronger and more energetic officer, but his prayer was as often refused, and so he died in harness after all, a fact which will entitle him to greater posthumous honours, and his heirs to a larger grant from government for the funeral expenses of their bereaved parent.

The foreign opium trade is rapidly regaining lost ground at Swatow, in spite of the large illicit importation overland of the native drug.

During the twenty-four hours ended noon, yesterday, there were 12 cases of plague and 14 deaths from that disease reported to the Sanitary Board.

The following paragraph is taken from an Australian contemporary:—It is not generally known that Mr F. A. Wright, the member for Glen Innes, who watched the match intently both days, holds a unique batting record. In a match between Bathurst and Sofala, years ago, the umpires decided beforehand that the batsmen should run for everything. The M.L.A. picked out a nice one to hit, and slogged it into an adjacent gorge. Before the ball was recovered they ran 40, covering all but 1000 yards between the wickets.

Vessels at the Docks:—At *Kowloon*,—Isla de Cuba, Isla de Luzon, Hoihow, Tritos, Triumph, Marie Jebsen, Olympia.

Cosmopolitan.—Don Juan de Austria, Gerard C. Tobey, Sabine Rickmers.

Aberdeen.—(None).

CORRESPONDENCE.

MR ORMSBY AND MR G. STEWART.

To the Editor of the 'China Mail.'

Public Works Office,
Hongkong, 14th June, 1899.

Sir,—I do not think that many readers will experience the difficulty Mr G. Stewart has experienced in understanding the remarks in my annual report regarding the Jubilee Road.

2.—Before rushing into print Mr Stewart would have done well to have first made sure of his facts, when he would have avoided several strange errors into which he has fallen.

3.—As I only arrived in Hongkong in October, 1897, I will refrain from referring to anything which took place previous to that date. The survey of the Jubilee Road was started by me within a month of my arrival. It was carried out by an officer of the Public Works Department, now one of Assistant Engineers, who had it is true served in the Royal Engineers, but whose connection with the Military ceased from the day he joined the Public Works Department.

4.—The length of the surveyed trace is 10 miles, and to complete such a trace single-handed with all the plans, sections, cross sections and working drawings in six months, or at the rate of three miles a month, was, I have no hesitation in saying, an extremely smart piece of work; my experience in such matters I consider making me a better judge on such a subject than Mr Stewart. Mr Stewart's invidious comparison of this survey with that of the Canton Railway survey is most unfair. The whole work of the former was done with the theodolite and Dumpy level, the distance accurately chained, and, as stated above, complete working plans prepared. I think I am correct in stating that 100 miles of the latter was a mere preliminary survey and reconnaissance to select the best route not, that General Black most strongly opposed the construction of this road round Mount Davis, and made no secret of it. It is understood that the Military Authorities now are of the same opinion.

5.—Is it possible that Mr Stewart is ignorant that the large *permanent* building so prominent at Kennedy Town is the Plague Hospital and that the temporary matsheds are the property of the Tung Wah Hospital, for the use of Chinese patients who prefer native treatment, and but very seldom used.

I maintain that to construct a road close below the Permanent Plague Hospital and the overcrowded plague cemetery, and along Mount Davis to another crowded plague cemetery at Sandy Bay would be a grave mistake, and enough to damn the road to all speakers of fresh air and enjoyment.

7.—I am more than willing that Mr G. Stewart should have the full credit of having evolved the idea of a level Bicycle road round the Island as a fitting memorial of Her Majesty's Jubilee, and hope sanction may be obtained to carving his name on the memorial stone planted at the base of the cliffs below the plague cemetery.—I have the honour to be, Sir, Your obedient servant,

R. D. ORMSBY,
Director of Public Works.

[The above letter was received after our leading article was in type.—Ed., *C.M.*]

I am going to be a patentee (wrote 'The Moralist' some time ago in the *Straits Times*). So far as I remember, I never yet saw a long rattan chair—the universal lounge of the East—that was constructed upon scientific principles. The dip is always in the wrong place, and the back of the chair gives no support to the small of one's own back, which, as every one knows, is the aching point. The new chair need not suggest the confirmed bedridden invalid. It is only necessary to make the chair fit our back instead of, as now, attempting painfully to make our back fit the chair. So, perhaps, the idea is too simple to be patented. But simple ideas are sometimes valuable. [We wonder if 'The Moralist' has patented his idea yet.]

It is stated from Peking that the Empress Dowager acknowledges the value of the new Peking University and is anxious for its success. Its enemies are, however, strong in numbers and frequently use the pretext of lack of funds in the Imperial exchequer as a argument to close the institution. So far these attempts have invariably failed, which should have taught to most bigoted Conservative that the Empress Dowager favoured the University. Apparently, the Conservatives refuse to believe this; but when one of their number recently suggested once again the closing of the University, he was glad to withdraw his memorial as soon as he saw the anger of the Empress Dowager when she read his paper.—*N.-C. Daily News.*

'Chinese Gordon' said:—In the near future, China is sure to become a prey to the powers of Europe, for the reason that they are poor soldiers and wretched disciplinarians, when left to themselves, utterly corrupt in their Governments and military affairs. When properly officered and disciplined, there are no better soldiers in the world than the Chinese, but their minds must first be disabused of all superstitious nonsense, such as drinking them blood to make them fierce, inoculating themselves with snakes' blood to make them cunning and crafty, and the like. The great weakness of the Chinese nation is corruption in every shape and form of every grade in the Government. In business it is otherwise, they are sharp traders, but honest to a degree.

TO-DAY'S TELEGRAMS

'CHINA MAILS' SPECIAL SERVICE

AMERICA AND THE PHILIPPINES

REPORTED DEATH OF GENERAL LUNA.

FILIPINOS IN RETREAT.

(Special Telegram from Our Own Correspondent.)

Manila, June 13, 5.33 p.m.

It is reported here that General Luna paid a visit to Aguinaldo whose bodyguard shot him down, inflicting wounds from which he ultimately died.

The rebels on the southern side of the city have been demoralised by General Lawton's advance beyond Paranaque, and are falling back on the town of Imus.

REUTER'S TELEGRAMS.

[Supplied to the 'China Mail.']

London, 12th June, 1899.

THE FRENCH MINISTRY AGAIN RESIGNS.

The Socialists of the French Chamber have moved a vote of censure on the brutality of the police in suppressing cases of scuffling at Longchamps on Sunday. The Chamber refused this, but rejected a vote of confidence in M. Dupuy. The Cabinet has resigned.

[M. Dupuy was Prime Minister and Minister of the Interior.—Ed., *C.M.*]

GREAT BRITAIN AND THE TRANSVAAL.

The *Times* strongly urges an understanding with the Imperial Cape Governments regarding the form Imperial interference in the Transvaal should take.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 14th at 11.55 a.m. The barometer has risen slightly on the China coast. Pressure appears to be highest over the N.E. coast of China and lowest in Japan. Gradients slight for S.E. winds on the China coast. Forecast:—moderate S.E. winds; squally, some thunder showers.

OPPOSITION TO STEAMERS ON CHINESE RIVERS.

In his report on the trade of Swatow in 1899, Mr Consul Colin M. Ford writes:—

During the year a beginning was made towards taking advantage of the throwing open of the inland waters of China to steam navigation, a concession obtained [illegible] of Her Britannic Majesty to prove of the utmost importance and value. In September one steam-launch, of about 20 tons, under the British flag, began to ply as a passenger boat between Swatow and To-Thau-po, a village of considerable size situated at the mouth of a creek which connects the estuary of the Han River with the sea near the Cape of Good Hope. At first a little difficulty arose owing to a set of coolies attempting to travel by the launch without paying their fares, and when this was brought to the notice of the local authorities a determined attempt at intimidation was made, and the Swatow office of the company that runs the launch was wrecked by some of the gang, but after some little delay the magistrate of the Ch'êng-hai district made the offenders give compensation for the damage done, and there has been no further trouble.

The regulations for inland steam navigation—which are as yet only provisional, I believe—seem so far to work very smoothly in the case of this launch, but hitherto she has confined herself to carrying passengers, and, so far as I know, has not been carrying cargo. By the end of the year her owner had bought another vessel of about the same tonnage to run in conjunction with the first on the same route, but she had not commenced running when the year closed. Two other launches, owned by a British subject of Chinese race born in Hongkong, have arrived at the port, and are intended to carry passengers between two villages situated above the district city of Ch'ao-yang, on the stream that discharges into Haimun Bay, but up to the end of the year they had not commenced to run. There is some talk of a company starting launches on the Han River above the city of Ch'ao-chow-fu, and one of the local pilots has been sent up to make a survey of the river, but nothing has transpired yet as to the result of the survey, and I do not know that anything has been decided.

The first spinning mill in Japan was started 35 years ago in Kagoshima. The progress of the industry is as follows:—

	No. of mills.	No. of spindles.
1862	1	5,456
1872	2	7,456
1882	7	16,204
1880	22	71,604
1891	36	353,980
1895	47	518,736
1897 (May)	63	777,398

We take this interesting paragraph from *The Times*:—

A statistical correspondent sends us the following table showing very clearly the comparative wages, in pennies and decimals of a penny, earned per hour in engineering and shipbuilding establishments in various countries, calculated from the figures given in *The Times* during the deplorable Engineers strike:—

Fitters	London.	France.	Hamburg.	Holland.	Italy.	Tilbury.
Men working lathes and planing machines of moderate size	8.22	5.79	4.84	4.06	4.15	3.06
Drillers	6.67	4.60	4.34	3.60	3.01	3.48
Men working small machines, such as drilling machines	7.46	5.67	4.83	3.60	3.22	3.36
Smiths	8.67	7.10	6.05	5.86	4.37	4.41
Boilermakers	9.45	6.24	5.45	5.60	4.60	3.67
Joiners	8.30	6.01	4.24	4.08	4.13	3.16
Pattern makers	8.30	6.24	4.05	4.00	4.15	4.20
Stationary engine constructors (average of most skilled men)	10.00	5.23	5.45	4.00	4.60	3.06
Plumbers	10.00	4.67	5.45	4.00	4.60	3.36
Riveters	8.00	5.06	4.83	4.08	3.70	3.06
Drillers	6.67	3.83	3.63	4.08	3.01	2.88
Shipwrights	8.30	6.00	—	4.00	4.60	4.00

New Stock of Pianos by Brinsmead, Chappell, Hanke, Allison, Rachals, Robinson. Tiano Co.

'RACE IN THE HONGKONG AND SHANGHAI BANK.'

At the Magistracy this afternoon, before Mr T. Sarombe Smith, Police Magistrate, Young Cheung Un *alias* Young Kwan, clerk in the Hongkong and Shanghai Bank, was brought up on remand charged with the larceny of a Bank pass book and also with falsifying some book entries.

Detective Sergeant Collett was recalled, and gave evidence respecting his search in the defendant's house. In answer to Mr Hastings witness said he was instructed to search for any documents belonging to the Bank.

Mr Sexton, correcting a statement in his previous evidence, said he now said he felt convinced in his own mind that the writing in the pass book was in defendant's handwriting. He had searched amongst the credit slips for April and May, and he could not find one signed Young Kau Tai, Young Cheung Un or Young Kwan. There was not any such entry in the ledger. The pass books were kept in a store in the basement of the Bank building. Defendant had not access to that store. Witness had access to the store when he wanted any books. He usually brought up ten packets of books containing from ten to twenty cash. He kept those books on his desk. Defendant would have access to them. In cross examination, witness said he believed the defendant resigned about the last week of May. At the time the seizure was made he had been a week or ten days out of the employment of the Bank. The pass book exhibit was never issued by the Bank to any of its customers. If the directions given by the Bank to any of its agencies were acted upon a Chinaman with a deposit in the Hongkong Savings Bank should not obtain credit at the Canton agency. The production of a passbook might be sufficient to obtain credit at Canton if the agent disobeyed his instructions. Witness knew the Bank had lately been defrauded of a sum of $30,000 by means of a false telegraphic transfer and by means of a document relating to the telegraphic transfer. That was probably the reason of the search in defendant's house. He was not aware that anything was found connecting defendant with that fraud. He believed the bank book was found entirely by accident. On re-examination by Mr Gedge, witness said a fraud was previously perpetrated at Canton, money being paid on the production of the pass book.

Mr Gedge said that he had to prove that defendant was a clerk or officer of the Bank. It had been proved to his Worship that he was a shroff employed by the Bank. The next thing he had to prove was that he personally did wilfully, with intent to defraud, make or concur in making any false entry in a book or any other document or account. It was probable on the face of it that he intended when he made those entries to defraud the bank. It was sufficient to allege general intent to defraud. He asked that defendant be committed for trial.

Mr J. Hastings said the defendant was charged with making false entries in the pass book with intent to defraud, and it was for his Worship to consider whether the entries were false or whether they were with intent to defraud. It was instructive to see how the case came about. They had occurred in the Bank some time ago by which they lost $30,000, and suspicion fell on the defendant. He left the service of the Bank about the end of May and the raid was made on his premises. They did not find what they were looking for; they found nothing at all connecting him with the fraud which had occured, but they found the pass book which they were not expecting to find, and now, not having been able to get any evidence on the charge of fraud they were bringing a charge on the book. His drew his Worship's attention to the fact that the defendant's explanation of the book being in his possession, and the explanation he made before he had time to reflect, whenever the police officer found the book, was that the money was not in the Hongkong Bank. 'Yeung Kai Chi is my child. That is the $1000 I paid to my son.' The defendant had no doubt taken the book, and he used it as a private memoranda book. He might not have been justified in so doing, but it was not a very criminal action after all. The prosecution had not proved that the defendant was a servant of the Bank at the time they alleged the false entries were made. The book was found in June after the defendant had left the employ of the Bank. It might be said that the entries proved their own dates because they appeared in the book as May 1, 2, 3 and 4, but that did not show in any way that these entries were made on those dates. When he left the employ of the Bank at the end of May they might presume he took with him the book and then he made entries of payments made by him about a month before. If a man thoroughly acquainted with the dealings of the Bank had intended to defraud he asked if he would have put his own signature to the book. If it was an attempt at fraud it was the dumbest attempt which has ever been made. He asked His Worship to say that it had not been proved to his reasonable satisfaction and beyond all reasonable doubt that defendant made these entries with any intent to defraud at all or that they were false entries, and dismiss the charge.

His Worship reserved judgment till Tuesday next at 2.15 p.m., when the other charge against defendant will be brought up.

Two warships built by the American Government at the New York and Norfolk Navy Yards have proven to be failures for craft of their class, and are to be altered and modified at a large expenditure of money. These ships are the cruisers *Raleigh* and *Cincinnati*, the former built at Norfolk and the latter at New York some years ago. Each has been actively employed during the war period, and now that their services may be dispensed with it is proposed to place them out of commission and begin the work of reducing their engine power and increasing their steaming radius by enlarging their coal supply. As originally designed, these ships were intended to develop the horse power of ordinary battleships and each was expected to have not less than 10,000 horse-power, although it is doubtful if either has ever obtained them. Their machinery was so powerful that they could scarcely carry sufficient coal to steam them across the ocean and to reduce some of this immense power and to increase their coal capacities it is proposed to bring their horse-power down to 7,500 by the substitution of water-tube boilers for the Scotch boilers, and to make other changes in the interest of great economy for these vessels. To complete this work will require the attention of the Navy Yards for at least two years, but when they are again commissioned they will represent the most formidable ships that they are to-day.—*Army and Navy Journal.*

GOLD AT HAUR.

The *Singapore Free Press* of the 8th inst. publishes the following:—

The local Secretary, the South Australian Gold Mining Company, Ltd., Singapore, has received the following telegram from Bauk, dated 5th June, 1899:—

'Rough cleaning up of battery yielded 2,600 oz. amalgam, estimated quantity of stone crushed being 1,100 tons.

While it is always impossible to compare a 'rough clean-up' with a 'final clean-up' on account of the large quantity of gold on the plates, blankets, and other parts of the battery left unmolested in a rough clean-up and taken in a final clean-up, it is fair to compare one rough clean-up with another, the results however not being anything more than vaguely approximate. The last rough clean up at the beginning of May yielded amalgam, that is mercury and gold together, to the amount of 2,700 ounces from a quantity of stone estimated at 1,266 tons.

This indicated, roughly, that one ton stone yielded nearly 2 oz. of amalgam. In this latest rough clean-up 2,600 ounces amalgam from, approximately, 1,100 tons stone, gives over 2½ oz. amalgam per ton of stone. That is approximately nearly half an ounce amalgam more per ton of stone, which points to the probability of a more valuable two-monthly 'final clean up' at the beginning of July.

At 37 per cent. gold in amalgam this would give an instalment of 925 ounces of gold, with a good deal, say 150 or 200 ounces more, yet to be got off the battery.

Perhaps the best way of looking at the result of a superficial rough clean up as compared with the searching process of a final clean-up is to compare it with the cream to be got from a hasty, imperfect skimming after the milk has stood a short time, with the amount to be got by the use of a mechanical 'separator.'

THE AMERICAN AWAKENING.

Since Mr Kipling wrote 'The White Man's Burden' there has been something like an epidemic of poetry. One of the latest effusions appears in the *Globe* under the above heading, with apologies to the shade of Mr Biglow, and runs as follows:—

I like a pome that kinder gits
Right in a feller's gastric,
That husts his senses all to bits,
An' makes his talk elastic;
The sort of pome ex tells a chap
He's pusonally regal,
An' makes him want ter git the Map
Hitched on ter his Spread Eagle.

I'll take the Burden up right now,
Before my nerves gits steadied,
An' ev'ry time ex thar's a row
Go inter it bald-headed.
But, though I aren't afeared o' fights,
I du jest pray this mood 'll
Keep goin' on till Kiplin' writes
New words fer 'Yankee Doodle.'

An' this I see,—the pome 's all right,—
Purvidin' we air sartin,
They 'll be an endin' to the fight
Thet will keep on a-startin',—
An thet when we hov put ter rout
This Filipino revel,
We'll hit thet Child Kip bucks about;
At present it's *all* Devil!

A statistical document has just been published by a German official, in which it appears that the Emperor of Germany receives 120,000 marks per diem, the Sultan 80,000 marks, the Emperor of Austria 50,000 marks, the German Emperor 40,000 marks, the King of Italy 32,000 marks, Queen Victoria 32,000 marks, the King of the Belgians 8,000 marks, the President of the French Republic 2,400 marks, and the President of the United States of North America 700 marks per diem.

We read:—'Twenty-five cases of small-pox and three deaths have occurred at Hull. All the cases were among unvaccinated persons. Thus by degrees will the conscientious objector go to join the suitable society of the Dodo and the Great Auk. This is the sort of way Nature takes when she wants to convince. The unfortunate thing is that the small-pox corpses have got to stay convinced. It is hard on them that they have no chance of framing conscientious objections to dying of small-pox.—*Singapore Free Press.*

In a notice of the life and poems of E. C. Lefroy, a young clergyman in the neighbourhood of London, who died almost unrecognised in 1891 at the age of 37, the *Saturday Review* quotes the following cricket sonnet:—

Two minutes' rest till the next man goes in!
The tired arms lie with every sinew slack
On the mown grass. Unbent the supple back,
And elbows apt to make the leather spin
Up the slow bat and round the unwary shin,—
In knavish hands a most unkindly knack;
But no guile shelters under this boy's black
Crisp hair, frank eyes, and honest English skin.
Two minutes only. Conscious of a name,
The new man plants his weapon with profound
Long-practised skill that no mere trick may scathe.
Not loth, the rested bat resumes the game:
The flung ball takes one madding tortuous bound,
And the mid-stump throws somersaults in air.

A writer in the *Siam Free Press* says:—What an opening Siam presents for the Yankee millionaire and the 'cute Company Promoter! Let a Rockefeller take over the whole place, debts, Advisers, political complications, smells, and all other nuisances, and I warrant you he would soon make things hum. He would have to spend money in the first place on a railway to Chiengmai, a big Custom-House (with godowns), and an Hotel built, like the one at New York, in the form of a White Elephant, and capable of attracting a hundred globe trotters a week. But after that, *would n't* the dollars come in! Just fancy the rush of rice-laden trains from all parts of the compass to a huge railway depot at Bangkolem! Think of clean, sweet-smelling klongs, and be happy in the prophetic vision of a Talat Noi and a Sampeng cool in the shade of huge trees, and flanked on either side by picturesque houses, each surrounded by its garden! I smack my lips at the prospect. Tom Lipton could make the country go ahead if he were given a big staff, and under his auspices Sam Hoe would soon be boomed ahead quite as fast as Johnny Bull. But the party in whom the country is destined to fall finally is the million-dollar Company. New York Herald: 'Not only will Great Britain continue to hold the largest share of the world's commerce, but she will have an increasing proportion of foreign business for her pains' (Punch Bowlian).

ORIGINAL REPARTEE.

It has often been noticed by foreigners, as well as by ourselves, that England has few witty politicians. The Colonies have none. This is the more remarkable when we remember that at least half the politicians in Australia are Irishmen, and, in Canada, Irishmen and French-Canadians. But, unfortunately, the conditions of life in new countries, while favourable to a certain broad humour, are not favourable to wit, which demands a rarer atmosphere and more attention to form than Colonial society has yet developed. Moreover, it demands imagination, a quality in which Anglo-Saxon communities are sadly deficient, and a wide culture, such as no Colony has yet had time to acquire. These, together with the Englishman's natural distrust of a witty politician, account for the fact that in Greater Britain at least, he is conspicuous by absence. Hence the rough-and-ready retort, the elementary sarcasm, which delights in holding up an opponent to scorn on purely personal grounds, and the homely wisdom of experience, distinguish the lighter passages in Colonial politics. Mr Rhodes, unlike most of his contemporaries, has not even a sense of humour. He despises, too, the arts of oratory. Hence he has not, at all events in public, the happy knack of saying a graceful thing in the right place. He has, however, unrivalled skill in crystallising a complicated situation in a single homely phrase, which expresses it exactly. For instance, in 1896, when his share in the Raid became public property, he announced his intention of going home 'to face the music.' To Mr Schreiner, in that memorable interview at Groot Schuur, he said that 'Jameson had upset his applecart,' an apt, if somewhat vulgar, allusion to the failure of his plans. To the Dutch leader he remarked, 'Well, Hofmeyer, all the crockery is broken.' For grim irony his oft-quoted phrase, 'The British public prefers its philanthropy, like its patriotism, with five per cent.,' could hardly be bested. Another phrase, equally happy, is that in which he described the attitude of England on Imperial matters as one of 'unctuous rectitude.' His way of dealing with supporters is, at times, extraordinary. A Dutch follower congratulated him, not so very long ago, on his political recantry. 'Well, you haven't done much for me,' said Mr Rhodes to the crestfallen member, 'See that you support me better for the future.'

In Australia there are many politicians, but no statesmen, and, as social conditions are still in a state of fusion, political repartee is of the personal order. A few years ago in the Victorian Legislative Assembly [illegible] of the House to the fact that the Premier was 'sitting down smoking imported jujubes.' To this the offender replied by saying: 'There is only one answer I can give, and it is this, unlike the imported shoddy clothes worn by the honourable member for Queens, I bought the jujubes at a Colonial manufacturer's shop.' Not very refined, but a fair sample of the personalities which democratic assemblies mistake for wit. And then the world wonders why the better classes fight shy of politics. In earlier days in an up country gold-mining district the chair was taken by a big and brawny miner. While the candidate was speaking he was constantly interrupted by noisy individuals among the audience, who hissed and hooted and chaffed without regard either to time or place. The chairman sat still in his place, but it was quite evident that he was simply boiling with indignation. At last he got up, and procured some kind of hearing for the speech by saying that time would be allowed for questions when it was over. The moment the candidate sat down he sprang to his feet, and roared, 'Has inny gintleman a questhion to arisk?' A little man, who had been conspicuous in disturbing the peace of the meeting rose and shuffled up the floor to the steps leading up to the platform. At the top he was met by the athletic chairman, who, without the slightest warning, gave him a tremendous blow, which sent him sprawling to the ground. 'Now,' he shouted, 'has inny other gintleman a question to arsk?' But there was no response.

Mr Aspinall, a clever and audacious lawyer, once stood for election in Ballaarat. His complexion was ruddier than nature allows, a fact which was too apparent to escape notice. At the end of his speech he invited questions, whereupon a digger called out, 'Aspinall, what makes your face so red?' Blushing at your confounded impudence, sir,' was the ready retort, which, needless to say, took the meeting by storm. The improvidence of Sir Henry Parkes is well known. He was always in debt, and always borrowing. 'Call that a life-like portrait of Parkes!' exclaimed a victim as he stood in front of a portrait of the Grand Old Man of Australia. 'Why the fool of an artist has painted him with his hand in his breeches pocket, when in reality it was always in somebody else's.' A Victorian politician in addressing a public meeting, said a complaint had been made that all his charges against the Premier were vague and indefinite. 'Ladies and gentlemen, there is at least one charge, which I have made in season and out of season, which I still make, and about which there can be no kind of doubt: What is this?' There was a silence, broken by a clear voice from the gallery calling out 'six and eight-pence.' Collapse of the man of law.

Sir John Macdonald was, perhaps, the wittiest and readiest statesman the Colonies have ever known, which is saying a great deal too little for the 'great pioneer of Imperial Unity.' A curious anecdote is related of his resourcefulness. A barber in Kingston, Sir John's constituency, had become convinced that when a man went into politics his moral character was destroyed, instancing the Premier, who was one of his oldest patrons. There was a dissolution of Parliament, and when the time for the contest in Kingston approached the Opposition candidate spared no pains to be a shining light in the Methodist Chapel which the latter attended. Of course you will vote for Mr Tilley, said the abstainer agent. 'Not the time.' The polling was reached in the afternoon, and the barber was approached by the agent with an appeal to duty. 'Well, I'll tell you what I'll do,' said the barber, 'I'll vote with an upward motion.' Sir John's friend was satisfied, and left. This is pleasant reading, anyhow.

Black Bruddar ——, is a good-natured man? Dead as he is. But Sir John, of your own account, is raised already, yet you are going to vote for Bruddar ——, and so help to make your good name, and send him on the road to ruin, eh? 'Well, now,' said in goodness, cried the barber, 'dat was a pint what never came into my mind before. Mr vote goes to Sir John.' During the course of the debates, in which he introduced his National Policy, he remarked that those who cared to be protected as all wanted all the protection they could get. They were like the squaw who said of whisky, that 'a little too much was just enough.' The aptness of this illustration will be appreciated by anyone who knows either Canadian or Washington politics. To Mr Mackenzie, who belonged to the party with principles and precious little else in the way of political equipment, he once said in answer to a charge that he had changed his mind: 'Well, I sometimes do change my mind. I am not a Bourbon; I learn something, and I forget something. . . . We are not too proud to learn even from my honourable friends. Not being Reformers we occasionally find something to reform.' To Mr now Sir Wilfred Laurier, he told a story of a man in the lunatic asylum, who was asked why he was there. 'Well, he said, 'it comes from a difference of opinion; the people think I am mad, and I think the people are mad, but the majority have carried it, and I am here. My honourable friend thinks we have a vicious commercial policy; the majority is against him, and he is there' (in Opposition).—*Globe.*

THE SIZE OF SNAKES.

In the obituary notice of the great python, which will be vainly sought henceforward at the Zoo, it is strongly hinted that no bigger specimen could be found in any jungle. The paragraph appears to be official, or at least written under official guidance. It will surprise many old travellers, especially such as have wandered in the forests of Borneo and Guiana. The Zoo python was twenty feet long or thereabouts. Unless we mistake, several persons now living would swear that they have killed a much more awful monster, but perhaps they could not produce the skin. 'Some time ago,' it is urged, 'Mr Jamrach publicly offered £1,000 for a python over 30 ft. long; but no collector has yet found such a reptile, or he certainly would have claimed the reward.' This does not seem much of an argument. Nobody suggests that snakes of that size are common. They could only be sought in the Amazons and Orinoko water-shed of the New World or in the Malay countries of the Old. If a collector dipping here or there in those vast regions—where if he quit the path it is necessary to cut a way through the tangled vegetation—should chance to fall in with such a specimen, he would be lucky, in the scientific sense; but he would have to fight it or let it go. Natives trap other creatures, but with some experience we never heard of attempts to trap a python. When they kill—they do not preserve the skin.

But there is indisputable evidence of a length greater than 20 ft. Sir Spencer St. John tells how a boa carried off a dog from the verandah while Mr Coulson's servant was laying the cloth for breakfast in Labuan. It carried its prey to a hollow tree, where Mr Coulson found it. He drove in a spear above, and the brute put out its head, when the servant decapitated it. 'I believe that when drawn from its hiding place it measured about 24 ft.; the above-mentioned length (20 ft.) was taken by me from the mutilated skin.' The same Mr Coulson made another 'record.' In March, 1859, at the entrance to the Brunei River, a Malay ran to him, crying that a huge sawar had snatched up his dog upon the path in broad daylight. Mr Coulson pursued with three friends, and put a ball through its head. 'They measured it—exactly 26 ft. 2 in. Shortly afterwards Mr Coulson brought the skin to the Consulate. When I measured it, it had lost two inches, and was exactly 26 ft. in length.'

This was the biggest snake Sir Spencer saw in Borneo. But we have a distinct recollection that on the list of curiosities sent by Rajah Brooke to the Exhibition of 1851 figured a boa measuring 42 ft. It perished by shipwreck on the way, with many unique specimens of art and science which the Rajah had collected with great pains and cost. Could any responsible person dream of saying the thing which is not to a bishop's lady? 'But Mrs Macdougall reports that 'an Englishman told me how he and some Malays were exploring the jungle. They came to an opening across which they saw the body of a sawar as thick as his own—he was not very stout—moving along; but they never saw either the head or the tail of that snake, for after watching its progress for a long time they were seized with a panic at the enormous length and fled.' This is pleasant reading, anyhow.

Upon the other side of the north Wallace had accounts of snakes killed and measured of a length of 32 ft., though he himself met with none more than 20 ft., which is not surprising. They have been seen very much larger than 32 ft., but, as may be supposed, they are then very difficult to kill or secure owing to their tenacity of life and aquatic habits. It is an undisputed fact that they devour cattle and horses, and the general belief in the country is that they are sometimes sixty or eighty feet long. Evidently Mr Wallace did not think this report beyond possibility after seven years' experience. Now did Mr Bates, who measured skins of snakes 37 ft. in length, with a girth of 3 ft. He says, 'there appears to be no doubt that the gigantic serpent grows to 40 feet in length and lives to a great age.' [illegible] skins which measured [illegible] feet in length, one of them 3 ft. in girth. Mr Bates was one of those I had an opportunity of examining.

—Dr Gardiner states that the favourite riding horse of a lady whom he visited at Safed had disappeared some weeks before. Shortly after this—an arrival apparently—a dragon found an enormous [illegible] in a cave, dead, apparently frightened to death by recent thunder, and lying in an [illegible] which had long ago contributed [illegible] the cave. [illegible] was found of the lady's horse. [illegible] Dr Gardiner [illegible] Wallace, Bates, and Gardiner [illegible].

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DODWELL & Co., Ld.,
Agents.

Hongkong, June 7, 1899. 1363

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENTSIN.

THE Company's Steamship
KWEITANG,
Captain OUTERBRIDGE, will be despatched as above on FRIDAY, the 16th Inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 13, 1899. 1335

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
AIRLIE,
Captain KOCK, will be despatched for the above Ports on SATURDAY, the 17th Inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, June 8, 1899. 1375

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

THE Company's Steamship
TAIYUAN,
Captain NELSON, will be despatched on SATURDAY, the 17th Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 9, 1899. 1280

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship
DIAMANTE,
Captain TAYLER, will be despatched for the above Port on SATURDAY, the 17th Instant, at 4 p.m.

The Attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, June 12, 1899. 1393

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship
IXION,
Captain NEAN, will be despatched as above on TUESDAY, the 27th Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 12, 1899. 1396

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE New Steamship
YANGTSZE,
H. ALLEN, Commander, will be despatched for the above Port on SATURDAY, the 29th July.

For Freight, apply to
SHEWAN, TOMES & Co.,

Hongkong, June 12, 1899. 1392

• GRIMAULT'S SYRUP •
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the **Chest, Lungs and Bronchial Tubes**, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to sustain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the **Appetite** improves rapidly—this soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup is a [illegible] and is sold in the [illegible] of intoxication.

GRIMAULT & Co., [illegible]

For sale by A. S. Watson & Co., [illegible]

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR HAIPHONG (FRANCE).

THE Company's Steamship
MAYSANG,
Captain LAKE, will be despatched as above on THURSDAY, the 15th Inst., at Noon, instead of as previously advertised.

Cargo for KOBAT and HONGAY transhipped at HAIPHONG.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 12, 1899. 1341

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW.

THE Company's Steamship
NINGPO,
Captain PHILLIPS, will be despatched as above on THURSDAY, the 15th June.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 9, 1899. 1312

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
TAIWAN,
Captain HARDER, will be despatched as above on THURSDAY, the 15th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 13, 1899. 1406

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
KUMSANG,
Captain PAYNE, will be despatched as above on SATURDAY, the 17th Inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 10, 1899. 1334

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship
CALEDONIEN,
Captain DUBRANDE, will be despatched on or about SUNDAY, the 18th Inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, June 12, 1899. 1390

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (DIRECT).

THE Company's Steamship
CHINGTU,
Captain MOORE, will be despatched as above on MONDAY, the 19th Instant.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 9, 1899. 1360

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship
ATHENIAN,
3,882 Tons gross Register, will be despatched on or about MONDAY, the 19th June, for VICTORIA and VANCOUVER, *via* MOJI, KOBE and YOKOHAMA.

The Vessel has excellent Accommodation for Saloon Passengers. Through Tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to Rates of Freight and Passage, &c., apply to
D. E. BROWN,
General Agent.

Hongkong, June 3, 1899. 1337

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship
DOMENEUS,
Captain RITBY, will be despatched as above on TUESDAY, the 20th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 31, 1899. 1307

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND ST. PETERSBURG.

THE Chartered Steam-ship
NORDHAVET,
Captain OLSEN, will be despatched as above on or about SATURDAY, the 24th Inst.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, June 7, 1899. 1366

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship
INDRAPURA,
Captain A. HOSKEN, will be despatched as above on or about the 20th June.

For Freight apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, May 20, 1899. 1234

FOR SAN FRANCISCO.

THE [illegible] Steamship
[illegible]
[illegible] will be despatched for the above [illegible]

For Freight, apply to
[illegible]

Hongkong, June [illegible] 1899.

Mail.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via S'hai, N'saki, Kobe, Inland Sea, Y'hama and Honolulu)	THURSDAY, June 22, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	TUESDAY, JULY 18, at Noon.
City of Rio de Janeiro (via Shanghai, N'ki, Kobe, Inland Sea, Y'hama & H'lulu)	SATURDAY, Aug. 12, at Noon.

THE U. S. Mail S. S. *CITY OF PEKING*, will be despatched for SAN FRANCISCO *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 3 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, May 27, 1899. 1274

Occidental and Oriental Steam-ship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, July 1, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, July 25, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Aug. 22, at Noon.

THE Co.'s Steamship *GAELIC* will be despatched for SAN FRANCISCO *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 1st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 3 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, Queen's Building.

[illegible]

Hongkong, [illegible] 1899.

Mail.

CALIFORNIA AND CHINA STEAMSHIP COMPANY.

In Connection with the ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO & SAN DIEGO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, Etc.

S. S. *Thyra* *.....2,406 Tons.....About 18th June.
S. S. *Belgian King*...3,379 Tons.....About 1st July.
S. S. *Carmarthenshire*...2,329 Tons...About 1st August.
S. S. *Carlisle City*...3,002 Tons.....About 26th August.

THE Steamship *Thyra* will be despatched for SAN FRANCISCO and SAN DIEGO, *Via* NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about 18th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

* The s. s. *Thyra* has Accommodation for a limited number of First and Second-class Passengers.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
HONGKONG, CHINA & JAPAN.

Hongkong, June 8, 1899. 1088

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via Shai, N'saki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, July 8, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	THURSDAY, Aug. 3, at Noon.
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	TUESDAY, Aug. 29, at Noon.

THE S. S. *HONGKONG MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, June 13, 1899. 1401

KEATING'S POWDER KILLS
KEATING'S POWDER KILLS
KEATING'S POWDER KILLS
KEATING'S POWDER KILLS
KEATING'S POWDER KILLS
KEATING'S POWDER KILLS

BUGS,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES.

HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.
HARMLESS TO ANIMALS.

[illegible]

KEATING'S WOOD TABLETS.
KEATING'S WOOD TABLETS.
KEATING'S WOOD TABLETS.
KEATING'S WOOD TABLETS.
KEATING'S WOOD TABLETS.

[illegible]

Mails.

NORDDEUTSCHER LLOYD.

STEAMERS WITH WATERTIGHT COMPARTMENTS.

MAGNIFICENT POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX,

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 17th June, at Noon, the Company's Steamship *LAOS*, Captain FRANDIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *via* BOMBAY.

This Steamer connects at COLOMBO with the s. s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that Port on the 29th June, direct to SUEZ, PORT SAID & MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 3, 1899. 1336

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N. B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Sachsen	Wednesday	June 21.
Bayern	Wednesday	July 19.
Prinz Heinrich	Wednesday	August 16.
Preussen	Wednesday	Sept. 13.
Sachsen	Wednesday	October 11.
Bayern	Wednesday	Nov. 8.

ON June, 1899, at 9 a.m., the Company's S. S. *SACHSEN*, Captain F. MERTZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th June. Cargo and Specie will be received on board until 5 p.m. on TUESDAY, the 20th June, and Parcels will be received (at the Agency's Office) until Noon on TUESDAY, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, May 25, 1899. 1284

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *NUBIA*, Captain G. C. HERSLOP, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT, NO TRANSHIPMENT, on SATURDAY, the 24th June, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office.
Hongkong, June 13, 1899. 1401

CHAS. J. GAUFF & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths, WATCHMAKERS AND ENGRAVERS.

NATIONAL SUBSCRIPTIONS.

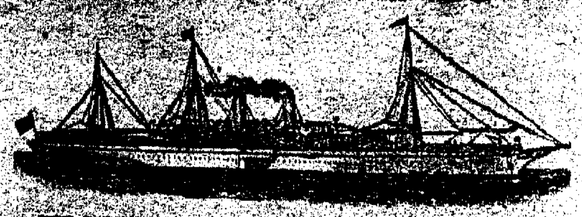
Your [illegible]

HONGKONG [illegible]

[illegible]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(*Subject to Alteration.*)

EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th June /99.
EMPRESS OF JAPAN...Comdr. Geo. A. LISK, R.N.R.... WEDNESDAY, 19th July /99.
EMPRESS OF CHINA...Comdr. H. ARCHIBALD, R.N.R.... WEDNESDAY, 9th Aug. /99.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Québec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, June 9, 1899. 1308

NORDDEUTSCHER LLOYD (FREIGHT SERVICE).

HAMBURG-AMERIKA LINIE. (EAST ASIATIC SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.	
S. S. *BAMBERG*, Captain MAYHE.	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 15th June.	Freight.
* S. S. *KONIGSBERG*, Capt. CHRISTIANSEN.	HAVRE and HAMBURG. London with transhipment in H'burg).	About 18th June.	Freight & Passage.
* S. S. *AMBRIA*, Capt. BURMEISTER.	HAVRE and H'burg. (London with transhipment in H'burg).	5th July.	Freight.
* S. S. *SARNIA*, Capt. LINDENBERG.	HAVRE and HAMBURG. London with transhipment in H'burg).	About 9th July.	Freight & Passage.
S. S. *Duke Nolmen*, Capt. BARLE.	NEW YORK Via SUEZ CANAL.	About 10th July.	Freight.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, etc., apply to

Hongkong, June 9, 1899. 1377

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
* *RIOJUN MARU*, J. W. EKSTRAND.	SEATTLE, U.S.A., Via KOBE, YOKOHAMA and VICTORIA, B.C.	THURSDAY, 29th June, at 4 p.m.
FUTAMI MARU, C. HILDGAR.	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 30th June, at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 1, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, June 15, 1899. 1314

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Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2776	T. H. Dobson	July 18
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2874	W. A. Kye	July 29
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2877	J. S. Williamson	Aug. 19
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2776	T. H. Dobson	Sept. 23

* Calls at MOJI.

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CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £160,000.
TOTAL INVESTED FUNDS EXCEED £3,254,023.
TOTAL ANNUAL INCOME, £923,208.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

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Hongkong, January 5, 1899. 45

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TOTAL FUNDS AT 31ST DECEMBER, 1897, £13,558,989.

Authorised Capital	£3,000,000.0.0
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Paid-up Capital	£ 687,500.0.0
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Hongkong, June 22, 1898. 1537

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CHAS. DALTON,
Manager.
Hongkong, October, 14, 1898. 1962

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Proprietors.
Hongkong, May 1, 1899. 1788

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Proprietor and Manager.
Hongkong, 28th April, 1899. 1997

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This World-renowned
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G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, March 1, 1899. 516

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

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TOKIO COTTON SPINNING MILL, "
HATASHI CLOCK FACTORY, "
Hongkong, August 3, 1897. 1858

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	10	3000	Comdr. A. H. Smith-Dorrien	Weihaiwei
Algerine	sloop	1050	6	1400	Commander E. J. W. Slade	Foochow
Aurora	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly	Weihaiwei
Barfleur†	battleship, 1st class	10,500	14	13,000	Hon. S. C. J. Colville, C.B.	Nagasaki
Bonaventure	cruiser, 2nd class	4360	10	9000	Capt. R. A. J. Montgomerie, C.B.	Shanghai
Brisk	cruiser, 3rd class	1770	6	3500	Com. R. B. S. Wrey	Weihaiwei
Centurion*	battleship, 1st class	10,500	14	13,000	Captain J. R. Jellicoe	Weihaiwei
Daphne	sloop	1140	8	2000		Yokohama
Esk	g-bt. 3rd class coast defence	363	3	200	Lt.-Com. C. Chadwick	Shanghai
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Com. R. J. Keyes	Weihaiwei
Firebrand	gunboat, 2nd class	455	2	360		Hongkong
Grafton	cruiser, 1st class	7350	12	12,000	Captain F. W. Fisher	Manila
Handy	torpedo boat destroyer	275	6	4000		Hongkong
Hart	torpedo boat destroyer	275	6	4000		Hongkong
Hermione	cruiser, 2nd class	4360	10	9000	Capt. G. A. Callaghan	Shanghai
Humber	storeship	1640	—	1640	Comdr. H. J. Davison	Weihaiwei
Iphigenia	cruiser, 2nd class	3600	8	9000	Capt. H. N. Dudding	Weihaiwei
Linnet	gun-vessel, 2nd class	756	2	870	Com. Wm. W. Smythe	Weihaiwei
Orlando	armoured cruiser, 1st class	5600	12	8500	Captain J. H. T. Burke	Singapore
Peacock	gunboat, 1st class	755	6	1200	Lieut.-Com. P. S. St. John	Manila
Phœnix	sloop	1050	6	1400	Capt. R. P. Cochran	Weihaiwei
Pigmy	gunboat, 1st class	755	6	1200	Lieut.-Com. J. F. Green	Hoilo
Plover	gunboat, 1st class	755	6	1200	Lt.-Com. C. V. de M. Cowper	Hongkong
Powerful	cruiser, 1st class	14,350	14	25,000	Capt. Hon. H. Lambton	Weihaiwei
Rattler	gunboat, 1st class	715	6	1200	Lt.-Com. Hon. G.-A. Hardinge	Foochow
Sandpiper	river gunboat	85	2	240	Lieut.-Comdr. Carr	West River
Swift	gun-vessel, 2nd class	756	2	870	Comd. C. W. Winnington-Ingram	Hongkong
Tamar	receiving ship	4650	—	—	Commodore Francis Powell	Hongkong
Tweed	g-bt. 3rd class coast defence	363	2	200		Hongkong
Undaunted	armoured cruiser, 1st class	5600	12	8500	Capt. A. C. Clarke	Hongkong
Victorious	battleship, 1st class	14,900	16	12,000	Capt. A. Schomberg	Yokohama
Waterwitch	Surveying ship	620	—	450	Comdr. W. P. Dawson	Fu-ning
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Com. E. Kelly	Weihaiwei
Wivern	coast defence ship, armoured	2750	4	1000		Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Com. H. D. S. Watson	Yangtse River
Woodlark	river gunboat	150	2	550		Yangtse River

* Flagship of Vice-Admiral Sir E. H. Seymour, K.C.B. † Flagship of Rear-Admiral C. S. P. Fitzgerald.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Kaiserin Elizabeth	Austrian cruiser	4000	23	—	Capt. Julius Beck von Wellstaat	Shanghai
Saida	Austrian cruiser	2350	—	—	Captain Guarde	Shanghai
Aspic	French gunboat	475	3	450	Commander Journet	Saigon
D'Entrecasteaux	French flagship	—	—	—	Captain de Maroll	Saigon
Descartes	French cruiser	4000	14	8500	Capt. Philibert	Foochow
Eclaireur	French cruiser	1658	8	2050	Capt. Texier	Taku
Jean Bart	French cruiser	—	—	—		Kwongchauwan
Kersaint	French gunboat	1250	6	2200	Capt. de la Motte du Portail	Haiphong
Léon	French gunboat	470	—	—	Capt. Amet	Shanghai
Pascal	French cruiser	3988	14	8500	Captain de Brétizel	
Surprise	French gunboat	629	2	900	Captain de Plessix	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Kwongchauwan
Deutschland	German ironclad	8600	—	8000	Captain Muller	Kiaochau
Gefion	German cruiser	4109	10	9000	Captain Rollmann	Nagasaki
Irene	German cruiser	4200	8	2930	Commander Obenheimer	Foochow
Kaiser	German flagship	7677	15	5700 †	Captain Stubenrauch	Shanghai
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Koellner	Kiaochau
Mœve	German gunboat	800	—	—	Capt. Merten	Amoy
Elba	Italian cruiser	2732	12	6500	Capt. Ceccani	Shanghai
Etna	Italian cruiser	3520	10	6988	Capt. Giovanni Giorello	Hongkong
Marco Polo	Italian cruiser	4583	21	10,000	Captain Incoronato	Shanghai
Piemonte	Italian cruiser	2639	15	12,200		Nagasaki
Stromboli	Italian cruiser	3898	12	6131	Captain Constantino	Shanghai
Africa	Portuguese transport	1460	—	—	Capt. Vasco Carvalho	Macao
Liberal	Portuguese gunboat	400	3	400	Comdr. Cunha Lima	Macao
Admiral Korniloff	Russian cruiser	5500	16	9000	Captain Molas	Port Arthur
Alcout	Russian gunboat	810	2	720	Captain Parenego	Vladivostock
Bobre	Russian sloop	950	2	1150	Captain Boisman	Nagasaki
Dimitri Donskoi	Russian cruiser	6000	16	7000	Capt. Sharon	Nagasaki
Gaidamak	Russian gunboat	500	9	3500	Capt. Serebrennikff	
Gremiastchy	Russian gunboat	1400	2	2000	Capt. Miklashevsky	Nagasaki
Korejetz	Russian sloop	1200	9	2150	Captain Sillman	Nagasaki
Mandshur	Russian sloop	1200	3	1400	Commander Kachaloff	Chemulpo
Navarin	Russian 2nd class battleship	10,0 0	4	—	Captain Fenichs	Port Arthur
Otvajny	Russian gunboat	1400	2	2000	Captain Coprianoff	Nagasaki
Pamiat Azova	Russian cruiser	6000	15	8000	Captain Virenius	Vladivostock
Rossia	Russian cruiser	12,200	28	—	Captain Dornojiroff	Port Arthur
Rurik	Russian flagship	10,923	20	13,250	Comdr. Gaoupt	Nagasaki
Silatch	Russian gunboat	950	2	1125	Captain Barranoff	Port Arthur
Sissoi Veliky	Russian 2nd class battleship	10,000	14	8500	Captain Barenago	Nagasaki
Sivootch	Russian gunboat	950	2	1120	Captain Niedermuller	
Vladimir Monamach	Russian armoured cruiser	6000	16	7000	Captain Prince Ouchtomsky	Port Arthur
Vsadnik	Russian gunboat	500	11	3500	Capt. Regulia	
Zabijaka	Russian cruiser	1250	6	1194	Commander Komaroff	Vladivostock
Baltimore	U. S. cruiser	4413	10	10 000		Samoa
Bennington	U. S. gunboat	1710	6	3436	Commander E. D. Taussig	Manila
Boston	U. S. cruiser	3000	8	4600	Captain G. F. F. Wilde	Hongkong
Buffalo	U. S. cruiser	6888	6	3000	Comdr. J. N. Hemphill	Manila
Calla	U. S. gunboat	137	1	55	Lieut. Benjamin Tappan	Manila
Castine	U. S. gunboat	1177	8	2189	Commander S. W. Very	Manila
Celtic	U. S. supply ship	6428	—	1890	Lieut.-Comdr. N. J. K. Patch	Manila
Charleston	U. S. cruiser	3730	8	6686	Captain W. H. Whiting	Manila
Concord	U. S. cruiser	1700	6	3465	Com. A. Walker	Manila
Culgoa	U. S. supply ship	7000	—	2350	Lieut.-Comdr. J. W. Carlin	Manila
Helena	U. S. gunboat	1337	8	1988	Captain W. T. Swinburne	Manila
Iris	U. S. distilling ship	5100	—	1300	Lt.-Comdr. N. T. Houston	Manila
Manila	U. S. gunboat	1057	2	750	Lieut.-Com. F. Singer	Manila
Monadnock	U. S. monitor	3999	6	3000	Capt. H. E. Nichols	Manila
Monocacy	U. S. gunboat	1370	6	850	Comdr. G. A. Bicknell	Manila
Monterey	U. S. monitor	4084	4	5244	Comdr. E. H. C. Leutze	Manila
Oregon	U. S. 1st class battleship	10,288	16	11,111	Captain A. S. Barker	Manila
Pearl	U. S. gunboat	892	4	1085	Commander C. O'N. Cromwell	Manila
Princeton	U. S. gunboat	1000	6	850	Commander C. H. West	Manila
Yorktown	U. S. gunboat	1710	6	3022	Commander C. S. Sperry	Manila
Yosemite	U. S. cruiser	6175	10	3000	Captain R. P. Leary	Manila

THE INTERNATIONAL YACHT RACE.

SIR THOMAS LIPTON'S 'SHAMROCK.'

The time for the great America Cup contests is drawing nearer, and in yachting circles in Great Britain and the United States keen interest is being manifested in the coming struggle. Sir Thomas Lipton's sportsmanlike action in coming forward to build a yacht to endeavour to wrest the coveted prize from across the Atlantic has been a matter of favourable comment, and wishes for his success have been freely expressed. The challenge must come from 'an organised yacht club of a foreign country, incorporated, patented, or licensed by the legislature, admiralty, or other executive department,' and the challenging yacht must be constructed in the country to which the challenging club belongs. The Royal Ulster Yacht Club, of which Sir Thomas Lipton is a member, answers to the conditions, and the challenge emanating from it was accepted by the New York Yacht Club in August last. The dates on which the races for the America Cup are to be sailed have been fixed, and the first race will take place on October 3rd next, and the 5th, 7th, 10th, and 12th of October have been set apart for the remainder of the 'best of five' should it be found necessary to sail the full series. During the last 10 years, however, the superiority of the American yachts has settled the championship without the necessity of sailing the whole five races. In the last contest, which took place in 1895, the competing yachts were Lord Dunraven's *Valkyrie III.* and the American *Defender*, and the occasion is memorable not so much for the defeat of the English yachts as for the unpleasant feeling aroused by the charges made by Lord Dunraven against the American yachting authorities. These, after examination, were held to be quite unfounded, but the incident for long rankled in the breasts of American yachtsmen. These contests are so popular and of such historic interest that the bad feeling thus kindled has been very much regretted, and the hope is expressed that the present races will cause it to be forgotten entirely. America has now held the cup for nearly half a century, for the event dates back to 1851, when the American won at Cowes a cup worth 100 guineas, and her owner presented it to the New York Yacht Club, as a perpetual challenge cup, to be sailed for by yachts of all nations. An interval of nearly 20 years elapsed before an English yacht was found ready to cross the Atlantic to try for the prize. In all six attempts have been made. They were by the cutters *Genesta*, *Galatea*, *Thistle*, and *Valkyrie*, and the schooners *Cambria* and *Livonia*, but in no case has success been attained. We are now to see whether after an interval of four years any happier fortune will smile on British efforts.

Sir Thomas Lipton's yacht is to be called the *Shamrock*, and will be manned by an Irish crew. Captain Hogarth will be in command, and will have Wringe of the yacht *Alva* as his lieutenant, and Rowe of the *Britannia* as mate, while Mr Peter Donaldson (Glasgow) of the *Isolde* will represent Sir Thomas on the defending American yacht. The *Shamrock* was to have been built at the great Belfast shipping yard of Harland and Wolff, but Mr Pirrie, managing partner of this shipbuilding firm, has arranged with Messrs. Thornycroft, who he thought were better able from their experience in the construction of the fastest and lightest torpedo boats to do justice to such a delicate piece of work. The designs were prepared by Mr Fife, jun., and the cost is estimated at about £20,000. Sir Thomas Lipton states that many new ideas have been suggested, but though some few have been adopted the issue at stake is too great to induce designers and builders to experiment to any extensive degree. The chief novelty in the construction of the yacht will be in the skin, for it is intended to plate her topsides and underbody with a special alloy of manganese bronze. This gives an extraordinary degree of toughness and strength, is non-corrosive and takes a perfect polish. A crew of 60 picked men has been engaged, and after the *Shamrock* has been built she will be taken to Belfast and fitted out. The boat will be larger than *Valkyrie III.*, and on improved lines. It is expected that she will be launched in April. It is the intention to race her in British waters in the early spring with some of the crack yachts, and to sail for the Cup early in September. Sir Thomas Lipton's yacht has been named after the national flower of Ireland, and the Americans, not to be outdone, are to call the new yacht being built to defend the Cup the *Golden-Rod* after the national flower of the United States. This, at least, was the intention at the date of the last mail, though the name *Columbia* was also prominently mentioned. Mr Iselin, who is acting on behalf of the syndicate which will control the yacht built to compete against the *Shamrock*, signed a contract for the new vessel with Messrs. Herreshoff in September last. At first the utmost secrecy was maintained with regard to the model on which she was to be built as well as to the material of her construction, the latter being conveyed to Rhode Island under cover of night. Later, however, it was learned that the new yacht will not be a fin-keel boat, but an improved *Defender*, having the same general model and plan of construction. One change is that the new boat will have a displacement considerably less, and her lead keel is to be about 15 tons lighter. The *Defender* failed to give satisfaction in reaching and running, but the new boat is to be several feet shorter, as well as having a flatter floor and rounder side. These changes are calculated to improve on the points of the former boat without in any way lessening her power. Both bronze and steel plating are to be used in covering the boat's frames as on the *Defender*, and the command will be given to Haff, who sailed the *Vigilant* against the *Valkyrie II.*

In the present contest the arrangements and conditions are thought to be such as will satisfy both parties concerned, and will prevent a recurrence of the unfortunate circumstances that marred the last meeting. In addition to the Act of Congress giving harbour masters special powers to keep the course clear, and the appeal to the public issued by the New York Yacht Club, the following improved conditions are to be observed:—1. Tugs and excursion boats must leave 25 minutes in advance of the starting of the yachts. 2. The committees can postpone the race if the course is not clear. 3. Water buoy marks must be placed as well as at the buoys. Now that all the details for the Cup have been satisfactorily arranged we may await with confidence the forthcoming meeting in which the skill of British and American yachtsmen will be worthily matched. Within the last year there has arisen a strong feeling of cordiality between the British and American yachts, and an international contest of such a character as that of the America Cup should strengthen the bond of union.—*Sydney Morning Herald.*

CAPTAIN J. F. PIPON, C. B., C. M. G., Captain of H. M. S. Cygnet, whose death is recorded, was only fifty years of age. He was educated at Wellington, entering the Navy in 1862. He served with the Naval Brigade in the Perak Expedition of 1875-6, was Lieutenant in the Royal Yacht *Victoria and Albert* from 1878 to 1880; was present at the bombardment of Alexandria as Commander of the *Penelope*. From 1884 to 1887 he was in command of the *Ranger*, and commanded the Naval Brigade during the operations on the Irrawaddy in 1885-6.

THE German Navy League has just completed the first year of its existence. The league was founded by forty-four gentlemen assembled in Berlin on the invitation of Prince Wilhelm of Wied. By the end of May last it numbered 835 members, in August there were 5,209, in December 12,234, and at the present moment there are 31,345. Connected with it are forty-seven branch societies with a membership of 83,000. The movement is fashionable, no doubt partly because of the favour with which naval expansion is regarded by the Emperor, and has been largely taken up by retired officers who find in it an outlet for their activities and their patriotism. Nevertheless, these striking figures show how rapidly an interest in naval matters is springing up in that country.

SOFT, FAIR, DELICATE SKIN.—A clear and healthy complexion produced by using ROWLAND'S KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, heals Cutaneous Eruptions, Irritation, Stings of Insects, Eczema, Burns, imparts a luxuriant beauty to the complexion, and arrays the neck, hands and arms in matchless whiteness, unattainable by any other means. Ask Stores and Chemists for ROWLAND'S KALYDOR, and avoid poisonous imitations. 3s

BANJOS, Mandolines, Strings &c., New Stock, American Folios and Music.—Robinson Piano Co.

A CARD OF THANKS.

I WISH to say that I feel under lasting obligations for what Chamberlain's Cough Remedy has done for our family. We have used it in so many cases of coughs, lung troubles and whooping cough, and it has always given the most perfect satisfaction; we feel greatly indebted to the manufacturers of this remedy, and wish them to please accept our hearty thanks.—Respectfully, MRS. S. DODY, Des Moines, Iowa. For sale by all Dealers. WATKINS & Co., *General Agents.*

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

15th to 21st June.

Day of Month	Day of Week	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
15	Th.	m 2 46	2 0	m 8 8	1 8
		9 12 a	3 4	8 10 a	0 8
16	F.	m 3 22	2 2	m 7 34	1 9
		9 46	2 10	8 51 a	0 9
17	Sat.	m 3 52	2 8	m 9 46	1 7
		9 18 a	2 4	9 32 a	0 2
18	Sun.	m 4 19	2 11	m 11 11	1 1
		8 41 a	1 10	10 42 a	0 6
19	Mon.	m 4 41	3 3	0 10 a	0 4
		9 32 a	1 7	10 49 a	0 7
20	Tue.	m 5 27	4 1	1 12 a	0 5
		9 53 a	1 6	11 24 a	0 8
21	Wed.	m 5 5[illegible]	4 8	1 56 a	1 8
		8 [illegible]	1 7		

CHINA COAST METEOROLOGICAL REGISTER.

June 13th.—AT 4 P.M.

Station.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Force.	Weather.	Bath.
Wlcstock	29.78	74	—	SW.	1	c	—
Tokio	9.86	—	—	N	4	—	—
Kochi	9.91	—	—	SE	2	—	—
Nagasaki	9 83	—	—	SW	6	—	—
Kagoshima	9.83	—	—	S	6	—	—
Gutzlaff	9 92	72	90	ENE	2	ov	—
Sharp Pk.	29.79	77	91	E	3	c	—
Amoy	29.8	79	91	S	1	c	—
Swatow	—	—	—	—	—	—	—
Canton	29.7	0	9	NE	1	r	—
Hongkong	29.76	80	84	—	—	c	—
Vict. Peak	—	—	—	SSW	3	—	—
Gap Rock	29.76	—	—	S	[illegible]	—	—
Macao	29.74	81	—	S	1	c	—
Haiphong	—	—	—	—	—	—	—
Manila	9.8	86	71	SW	1	c	—
Malate	—	—	—	—	—	—	—
C.S. James	—	—	—	SW	4	c	—

June 14th.—AT 10 A.M.

Wlcstock	29.78	61	87	—	0	b	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Gutzlaff	29.90	74	86	ESE	3	cm	—
Sharp Pk.	29 88	75	95	ENE	5	ov	—
Amoy	29.85	76	95	SE	1	c	—
Swatow	—	—	—	—	—	—	—
Canton	29.82	80	91	E	1	c	—
Hongkong	29.84	79	85	SSE	3	or	—
Vict. Peak	—	—	—	S	5	—	—
Gap Rock	29.84	—	—	SSE	4	—	—
Macao	29.82	8	—	S	1	c	—
Haiphong	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Malate	—	—	—	—	—	—	—
C.S. James	—	—	—	SW	3	c	—

F. G. Free, *First Assistant.*

Hongkong Observatory, June 14, 1899.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c cloudy, ck clouds, d drizzling rain, f fog, g gloomy, h hail, l lightning, m mist, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w fine (used).
7. SEA.—In Harbour, Smooth and Moderate.

'THE BACK DOOR'

THE Series of Articles entitled 'THE BACK DOOR' which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.

PRICE [illegible]

Intimations.

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A. G. GORDON, *General Manager.*
Hongkong, April 1, 1898

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Colonel H. Elsdale — Mrs C. W. Longuet
Colonel G. J. Evatt — Mr R. Mitchell
Mr S. A. Oliver
Mr J. S. Ezekiel — Hon. H. E. Pollock
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PIANOS Exchanged, Tuned and Repaired equal to new. Work Warranted.—Robinson Piano Co.

WOULD NOT SUFFER SO AGAIN FOR FIFTY TIMES ITS PRICE.

I AWOKE last night with severe pains in my stomach. I never felt so badly in all my life. When I came down to work this morning I felt so weak I could hardly work. I went to Miller and McCurdy's drug store and they recommended Chamberlain's Colic, Cholera and Diarrhœa Remedy. It worked like magic and one dose fixed me all right. It certainly is the finest thing I ever used for stomach trouble. I shall not be without it in my home hereafter, for I should not care to endure the sufferings of last night again for fifty times its price.—G. H. WILSON, Liveryman, Burgettstown, Washington Co., Pa. This remedy is for sale by all Dealers. WATKINS & Co., *General Agents.*

HOW TO CURE A SPRAIN.

LAST fall I sprained my left hip while handling some heavy boxes. The doctor I called on said at first it was a slight strain and would soon be well, but it grew worse and the doctor then said I had rheumatism. It continued to grow worse and I could hardly get around to work. I went to a drug store and the druggist recommended me to try Chamberlain's Pain Balm. I tried it and one-half of a 50-cent bottle cured me entirely. I now recommend it to all my friends.—E. A. BABCOCK, Erie, Pa. It is for sale by all Dealers. WATKINS & Co., *General Agents.*

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	$ c.		$ c.
Half hour	0.10	Three hours	0.50
One hour	0.20	Six hours	0.70

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If the trip is extended beyond Victoria half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour	0.60	Six hours	1.50
Three hours	1.00	Day (6 to 6)	2.00

Jinrikishas.

(With single driver).

Quarter hour	0.05	Hour	0.15
Half hour	0.10	Beyond Victoria, with consent	[illegible]

NOTE.—Within Victoria limits, Dollar Coupons, [illegible] Jinrikisha Men.

PAYMEN

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE ON THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... „ 2,500,000

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CHEFOO, PEKING,
CHINKIANG, SWATOW,
FOOCHOW, TIENTSIN.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

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Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
„ „ 6 „ ... 4%
„ „ 12 „ ... 5%

E. W. RUTTER,
Acting Manager.

Hongkong, October 15, 1898. 1970

THE
YOKOHAMA SPECIE BANK,
LIMITED,
ESTABLISHED 1880.

SUBSCRIBED CAPITAL, ... Yen 12,000,000
PAID-UP CAPITAL, ... „ 10,500,000
RESERVE FUND ... ... „ 7,300,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
KOBE, LONDON, SAN FRANCISCO,
NEW YORK, LYONS, HONOLULU,
BOMBAY, SHANGHAI.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG AGENCY—Interest allowed, On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 6% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

S. CHOH, *Agent.*

Hongkong, April 7, 1899. 888

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORISED CAPITAL, ... £1,000,000.
PAID UP CAPITAL, ... £ 324,374.

HEAD OFFICE—HONGKONG.

Board of Directors.
CHAN KIT SHAN, Esq. D. GILLIES, Esq.
CHOW TUNG SHANG, Esq. | KWAN HOI CHUEN, Esq.
J. T. LAUTS, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%.

Hongkong, May 30, 1899. 171

Intimations.

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Manager.

Hongkong, January 19, 1899. [illegible]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $10,000,000
RESERVE LIABILITY OF PROPRIETORS ..... $10,000,000.

COURT OF DIRECTORS:—
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Hon. J. J. Keswick | E. Shellim, Esq.
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MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.

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On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

T. JACKSON,
Chief Manager.

Hongkong, June 6, 1899. 388

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1898. 1517

THE MERCANTILE BANK OF INDIA, LIMITED.

ACTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID UP ..... £ 562,500
RESERVE FUND ..... £ 80,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months ..... 4 %
„ 6 „ ..... 3½ %
„ 3 „ ..... 2½ %

J. THURBURN,
Manager, Hongkong.

Hongkong, April 29, 1899. 2340

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHAREHOLDERS £300,000
RESERVE FUND £500,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
„ „ „ 6 „ 3½ %
„ „ „ 3 „ 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, May 20, 1899. 846

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID ADEN, BOMBAY, PENANG AND SINGAPORE.

THE Steamship *Silesia* having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

The Vessel brings Cargo:—
From TRIESTE, ex s. s. *Imperator*, transhipped at BOMBAY. From VENICE, ex s.s. *Massimiliano* and *Carlotta*, transhipped at TRIESTE.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon on the 20th June, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of Instant will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, June 13, 1899. 1403

NIPPON YUSEN KAISHA.

FROM GLASGOW AND PORTS.

THE Company's S. S. *Kosai Maru* having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-DAY.

Goods not cleared by the 18th Instant, will be subject to rent.

All Ship-damaged Packages must be left in the Godowns where they will be examined on SATURDAY, the 17th Instant, and MONDAY, the 19th Instant, both days at 10 a.m.

All claims upon reserve the undersigned notice for the damage or they will not be recognized.

No Fire Insurance has been effected.

[illegible] OF NIPPON YUSEN KAISHA.

[illegible] 2367

Intimations.

IMPORTANT TO ARCHITECTS, CIVIL ENGINEERS, BUILDERS, &c., &c.

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MOSAIC TILES, ARTIFICIAL STONE AND MARBLE CORNICES, TOMBSTONES, WATER PIPES, DRAINS, &c., &c.

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Merchants and Commission Agents.

SAMPLE ROOM—
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Hongkong, 25th April, 1899. 1035

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Notices to Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *OLYMPIA*,
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LTD.,
Agents.

Hongkong, June 9, 1899. 1378

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *BENGAL*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From LONDON, &c., ex s. s. *Oceana*, *Egypt* and *Arabia*. From PERSIAN GULF, ex s. s. *Nair* and *Siala*. From ZANZIBAR, &c., ex s. s. *Khandalla* and *Goa*.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-DAY.

Goods not cleared by the 15th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, June 9, 1899. 1379

WEEKLY NEWS FOR HOME.

The Overland China Mail,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

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SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMAH, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, TONGKING, COREA AND JAPAN.

Forming vol. 2 of the Series of the Mission Encyclopædias.

(Translated by EDWARD HAVEN, Foochow, and Revised from THE CHINA REVIEW.)

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TO LET.

(WITH IMMEDIATE POSSESSION.)

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Apply to
E. D. SASSOON & Co.

Hongkong, May 23, 1899. 1251

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HALF-HOUSE, UNFURNISHED; every convenience. Tennis.

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Care of 'CHINA MAIL' Office.

Hongkong, June 12, 1899. 1400

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FROM 1ST JULY NEXT.

'LUGINSLAND' (EAST), above QUEEN'S GARDENS.

Apply to
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, June 10, 1899. 1373

TO LET.

FIRST FLOOR in No. 1, WEST END TERRACE.

Hongkong, June 6, 1899. 1355

TO LET.

SEMI-DETACHED VILLA RESIDENCES on BOWEN ROAD—(Now in course of erection).

PROPERTY lately occupied by the BOWRINGTON SAW MILLS.

GROUND FLOOR, 52 PEEL STREET.

OFFICES:—1ST FLOOR, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, May 31, 1899. 1217

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WHOLE or part of SPACIOUS OFFICES, FIRST FLOOR of No. 10, QUEEN'S ROAD CENTRAL. With immediate Possession.

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S. J. DAVID & Co.,
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Hongkong, May 29, 1899. 1296

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OFFICES on 1st and 2nd FLOORS, No. 50, QUEEN'S ROAD CENTRAL.

Apply to
TAK CHEONG,
No. 52, Queen's Road Central.

Hongkong, May 18, 1899. 1209

Intimations.

THE CHINESE MAIL
華日報
(Wah Yat Yet Po)

THIS paper is now issued every day. The subscription is fixed at *Six Dollars* per annum delivered in Hongkong, or *Twelve Dollars* and *40 Cents*, including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native talent, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it *demands* every advertisement, and that may be given to it by Merchants. Take Kowtow yourself if you choose, but with Local, Shipping and Commercial News and Advertisements.

Subscriptions taken for the Daily and Weekly.

BAIN & REID,
Agents, Hongkong.

CASHIER'S BOOKS.

(In English and Chinese.)

WAREHOUSE BOOKS, &c., &c.

[illegible]

Merchant Vessels in Hongkong Harbour.

Between the previous and the departure reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels not at the Anchorage are marked a., those in the Kowloon shore b., and those in the body of the Harbour are marked c., in conjunction with the figures denoting the Sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Names.	Sec.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Airlie	5 b	Kook	British str.	2500	June 13	Gibb, Livingston & Co.	Sydney, &c.	June 17.
Amara	8 a	Mattock	British str.	1507	June 7	Jardine, Matheson & Co.		
Athenian	5 c	Mowatt	British str.	2419	June 8	C. P. R. Co.	Vancouver (B.C.)	June 19.
Bamberg	4 c	Mayer	Ger. str.	2660	June 12	Carlowitz & Co.		
Baron Ardrossan	7 c	Mitchell	British str.	1829	June 1	Arnhold, Karberg & Co.		
Breid	4 c	Johannessen	Norw. str.	645	June 12	Order		
Byglo	4 c	Brekke	Norw. str.	771	June 11	Nippon Yusen Kaisha		
Godaveroy	3 c	Orain	French str.	713	April 1	Chihsia		
Goodwin	8 c	Jackson	British str.	2832	June 9	Mitsui Bussan Kaisha		
Hikosan Maru	k w	Holloran	Japan. str.	2240	June 6	Mitsui Bussan Kaisha	Kobe & Yokohama	June 15.
Hoihao	....	Gerard	French str.	508	June 8	A. R. Marty	.....	K'loon Dock
Hupeh	9 c	Ramsay	British str.	1894	June 4	Butterfield & Swire		
Ingraban	3 c	Piper	Ger. str.	833	June 13	Meyer & Co.		
Keong wai	3 c	Unsworth	British str.	1115	June 10	Yuen Fat Hong	Bangkok	June 16.
Kintuck	5 c	Long	British str.	2880	June 1	Holliday, Wise & Co.		
Kiukiang	3 k	Arnold	British str.	1240	June 10	Butterfield & Swire		
Kong Beng	3 c	Joslin	British str.	362	June 12	Woo Kee		
Kosai Maru	k w	Davies	Japan. str.	2650	June 11	Nippon Yusen Kaisha		
Kumsang	4 h	Payne	British str.	2075	May 24	Jardine, Matheson & Co.	S'pore & Calcutta	June 17.
Kwang Lee	4 h	Lincoln	Chi. str.	1505	June 10	O. M. S. N. Co.		
Kweiyang	4 c	Outerbridge	British str.	1062	June 7	Butterfield & Swire		
Machew	3 c	Farrell	British str.	996	June 12	Yuen Fat Hong		
Maria Jebsen	3 c	Matthiessen	Ger. str.	1770	June 13	Jebsen & Co.		
Maussang	3 h	Lake	Brit. str.	1643	June 3	Jardine, Matheson & Co.	Sandakan	June 15.
Menmuir	4 c	George	British str.	1980	June 5	Gibb, Livingston & Co.		
Olympia	....	Truebridge	British str.	1730	June 8	Dodwell & Co., Limited		K'loon Dock
Petrarch	7 c	Schell	Ger. str.	1250	June 12	Sander, Wieler & Co.		
Quarta	9 c	Johannsen	Ger. str.	1164	June 10	Sander, Wieler & Co.	.....	Cos'tan Dock
Sabine Rickmers	....	Nesbet	British str.	595	June 7	Order		
Sherard Osborn	1 c	Dunmall	British str.	876	June 11	Telegraph Company		
Silesia	k w	Mayer	Aus. str.	3350	June 12	Sander, Wieler & Co.	Yokohama & Kobe	June 15.
Sungkiang	8 h	Dodd	British str.	894	May 10	Butterfield & Swire		
Taichow	8 c	Primrose	British str.	862	June 10	Yuen Fat Hong		
Thyra	6 h	Edwardsen	Norw. str.	2150	June 10	Butterfield & Swire	Moji & San Diego	June 18.
Tritos	....	Dinse	Ger. str.	1240	June 5	Siemssen & Co.	.....	K'loon Dock
Triumph	....	Rieke	Ger. str.	875	June 11	Jebsen & Co.	.....	K'loon Dock
Yiksang	....	Muir	British str.	947	June 12	Jardine, Matheson & Co.	.....	Quarry Bay.
Sailing Vessels.								
Gerard C. Tobey	2 k	Shurtleff	Amer. bqe.	1390	May 4	Order	.....	Cos'tan Dock
Queen Margaret	8 c	Fraser	British sh.	1999	March 8	Standard Oil Co.		
Rose	7 c	Rickers	Brit. bqe.	493	June 12	Siemssen & Co.		
Sofala	3 a	Thomas Auld	B. 4-m bk.	2160	May 30	Standard Oil Co.		

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THE
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SHARE LIST.—QUOTATIONS.—JUNE 14, 1899.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	50,000 $	125	all	300 % prem = $500
Bank of China & Japan, Limited preference shares	199,875 £	8 £	4	£1.0.0
„ ordinary „	1,250 £	1 £	1	£5.5
„ deferred „	... £	10 £	5	$20, sellers
National Bank of China, Limited ...				
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000 $	250 $	50	$110
China Traders' Insurance Co., Ld.	24,000 $	83.33 $	25	$61½
North-China Insurance Co., Ld.	5,000 £	100 £	25	Tls. 190
Straits Insurance Co., Ld.	30,000 $	100 $	20	$64½
Union Insurance Society, Ld.	10,000 $	250 $	50	$250
Yangtsze Insurance Association, Ld	8,000 $	100 $	30	$106, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000 $	100 $	20	$88, buyers
Hongkong Fire Insurance Co., Ld.	8,000 $	250 $	50	$315
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500 $	125	all	400 % prem. = $625, buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000 $	50	all	$80, buyers
Douglas Steamship Co., Limited	20,000 $	50	all	$59
HK. C. and M. Steamboat Co., Ld.	60,000 $	15 $	10	$29, buyers
Indo-China S. N. Company, Limited	60,000 £	10	all	$69, sellers
China Mutual S. N. Co.	20,000 £	10 £	10	£9.15, ex div.
			£ 10	£4.10, „
Do. (new issue)	20,000 £	10 £	5	£3.10, „
Star Ferry Company, Ld.	10,000 $	100 $	7½	$13½, buyers.
REFINERIES.				
China Sugar Company, Limited	2,000 $	100	all	$175
Luzon Sugar Company, Limited	7,000 $	100	all	$58
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000 $	50	all	$87½, buyers
Wanchai Warehouse and Storage Company, Limited	2,600 $	100 $	37½	$39, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	30,000 $	100 $	50	$87
Kowloon Land and Building Company	6,000 $	50 $	30	$24, buyers
Humphreys' Estate & Finance Co.	37,000 $	10	all	$10.20, buyers
West Point Building Co., Limited	12,500 $	50 $	50	$28, buyers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250 $	100	all	$142½
MINING.				
Jelebu Mining & Trading Co., Ld.	40,000 $	5	all	$10.50
New Punjom Mining Co., Ld	60,000 $	6	all	$11, buyers
„ „ Preference shares	30,000 $	1	all	$2, buyers
Great Eastern and Caledonian Gold Mining Co., Ld.	36,000 $	5 $	5	$3.50
Great Eastern & Caledonian preference shares	70,000 $	1 $	1	$1
Société Française des Charbonnages du Tonkin	16,000 Fcs	250	all	$205, buyers
Queen's Mine, Limited	400,000	25 cents	25 cts.	50 cents
Raub Aust. Gold Mining Co., Ld.	200,000 £	1 £	10	$60½
Oliver's Freehold Mines, Ltd.	15,000 $	5 $	3	$4.25, sellers
	15,000 $	5 $	3	$4.25, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000 $	50	all	$92, buyers
INDEBTEDNESS.				
A. S. Wise & Co., Limited	10,000 $	10	all	$14, sellers
HK. and Kow. Tug Co., Limited	3,000 £	10	all	$125
Hongkong Water Works, Limited	30,000 $	10 $	10	$12½
WATER AND CEMENT.				
Green Island Cement Co., Ld.	50,000 $	10 $	10	$29
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	10,000 $	12	15	$5
Campbell, Moore & Co., Limited	11,000 $	50	all	$11, buyers
Gas Fittings & Co., Limited	6,000 $	30 $	25	$40, buyers
Hongkong Ice Company, Ld.	600 $	50	all	$20
Hongkong Dairy Farm Co.	10,000 $	25 $	5	$8, buyers
Hongkong Ice Company, Limited	5,000 $	25	all	$110
H. Long Hope Manufactory Co., Ld.	5,000 $	50	all	$180, buyers
Hongkong Cotton Spinning Co., Ld.	30,000 $	100 $	100	$34½, sellers
Pacific Cotton Spinning and Weaving Co., Ld.	17,500 Tls	100 Tls	100 Tls	70
Indo-China Cotton Manufactory Co., Ld.	10,000 Tls	100 Tls	100 Tls	67½
Lane, Crawford & Co. Ld.	3,000 Tls	100 Tls	100 Tls	170
Lane, Crawford & Co. Ld.	5,000 $	50 $	50	[illegible]
Sing Fat Steam Spinning Co., Ld.	1,000 Tls	100 Tls	50 Tls	100
Wong Nai Tong Steam Spinning Co., Ld.	30,000 $	20 $	12	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]